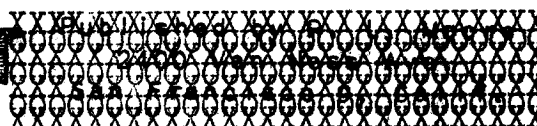
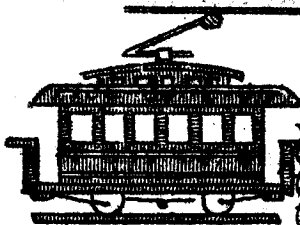


THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens



Published by the
American Vecturist Association
P. O. Box 4835
Washington 8, D. C.

Editors
D. M. Peebles, Jr.
J. M. Coffee, Jr.

VOL. 3

JANUARY, 1949

NO. 1

To All Vecturists, Greetings:

The American Vecturist Association, in compliance with the overwhelming demand of transportation token collectors, has assumed the function of the publisher of this paper. It does so with mingled emotions.

With pride—pardonable, we hope, because we find in our midst one of such unbound generosity as Mr. R. L. Moore, who, after he had assigned all his rights in this publication to the Association for a nominal consideration, used the dollar to become its first subscriber under the new management. His conduct in this respect is entirely in keeping with that heretofore exhibited by him. Although fully aware that there was no remote possibility of personal gain, he nevertheless instituted The Fare Box in July, 1947, motivated solely by a desire to bring greater enlightenment to the collecting fraternity. During the year and a half that he continued his herculean effort without assistance and without regard to sacrifices of time, energy and money, he received carping criticism instead of the unbounded praise and encouragement which were his just due. We are proud that he is charter member #2 of the A.V.A.

We are also filled with humility because we fully realize the immensity of the task that needs to be done and how little prepared we are to do it. There had been some discussion between Mr. Moore and the officers of the A. V. A. with a view to the transfer of ownership of The Fare Box possibly a year hence, when it was hoped that the Association would be out of its swaddling clothes. Unfortunately, Mr. Moore's decision to discontinue publication with the December 1948 issue forced an immediate climax and the A.V.A. had to step into the breach.

And we are also imbued with hope that when the collecting fraternity realizes that The Fare Box is no longer the property or the responsibility of any one individual but rather is a venture of, by and for all vecturists, they will rally to its support with items of interest, new issues, constructive criticisms and subscriptions.

Although we intend to follow most of the excellent policies established by Mr. Moore, changes will be made to suit circumstances. The subscription price will remain at \$2.00 per year, excepting to members of the A.V.A. for whom it will be \$1.00 per year. Subscriptions will be accepted only for the calendar year 1949 until further notice. We will attempt to keep a reasonable supply of back numbers of the current volume and in so far as they may be available these will be furnished to late subscribers.

(continued on page 2)

The A.V.A. has been in existence since October 31, 1948, a period of only two months. It has already enrolled 53 members and several applications are pending, truly a splendid record of achievement for such a short time.

If you desire an application for membership in the A.V.A., please write to:

Max M. Schwartz 134 West 58th Street New York 19, N. Y.

If you desire to subscribe to The Fare Box, please write to:

D. M. Peebles, Jr. P. O. Box 4835 Washington 8, D. C.

Our next meeting will take place on February 19th and 20th, 1949, at Hotel Statler, Washington, D. C. Several thousand vectures will be offered for your choice, and you will have an opportunity of greatly increasing your collection and becoming personally acquainted with your fellow collectors. For hotel reservations and further information, please write to me.

To those of you who have been kind enough to write words of encouragement, I tender the combined thanks of the Association as well as my own. May the New Year bring to all of you the successful completion of all your desires and happy collecting.

Max M. Schwartz,
President, A. V. A.

Having been appointed co-editors of The Fare Box, we will always strive to keep this paper as interesting, accurate and up-to-date as is humanly possible. With the help of all collectors, The Fare Box can bring a clear picture of all happenings in the token world to all that are interested.

Your news, stories, new issues, as well as your criticisms are always welcome. Here's hoping that we can keep The Fare Box at the high standards set by Mr. Moore.

D. M. Peebles, Jr.
J. M. Coffee, Jr.
Editors

A question of the authenticity of a token recently listed in The Fare Box has been raised by a vecturist, and since all the facts about the token are known, we will try to explain the origin. The token was listed as being from Woodlynne, N. J., as follows:

WM 30 SD Camden Co. Vocational School Boro of Woodlynne
Blank (incuse letters on obverse)

The token was used on a school bus, operated by a private bus line, for children riding to and from school. About fifty were made, but only one is known, except for that in Bernard Morganthau's estate. This token has been readily accepted as a valid token by Mr. Morganthau, and when a token passed that gentleman's keen eye, it must be considered as valid. A letter from the Camden County Board of Education is in the possession of the owner of the token now, and this letter explains thoroughly the use of this vecture.

Incidentally, this token was one of the many sold at the A.V.A. meeting in New York last October. The purchase price was \$7.50.

NEWS AND NOTES OF INTEREST

All tokens issued by the Alexandria, Barcroft & Washington Transit Company, of Alexandria, Virginia are now obsolete, except for the new issue recently reported. The current 21 m.m. token was issued in November, 1948, and is sold at 7½ cents each.

On January 1, 1949, the Baltimore Transit Company put into effect its new fare structure. The use of tokens has started again in this city. Current fares now are:

Adult cash fare	13¢
Adult tokens	2 for 25¢
Children (4 to 12 years)	5¢
Students, showing proper indeification	5¢

The tokens now used are the old United Ry. & Elec. Co. tokens, which were used in Baltimore over fifteen years ago. Plans are being made for a new issue, however.

The tokens of the Bon Air Transit Company, Bon Air, Virginia were mistakenly listed by Mr. Atwood at 10¢. These tokens are sold at the rate of 5 for \$1.00, and are good for one 25¢ fare. Bon Air is a small suburb of Richmond, and this line runs from Broad Street, Richmond direct to Bon Air.

Mr. R. L. Moore has begun to dispose of his fine collection, and has sold a part already. Most of the remaining vectures will be sold at the coming A.V.A. meeting in Washington. Everyone is invited to send tokens of the higher caliber to Max Schwartz, who will auction them off at the meeting.

Starting in the next issue, and continuing until completed, will be a roster of all members of the A.V.A. This will afford collectors an excellent opportunity to enlarge their correspondence, since almost all A.V.A. members are very active.

NEW ISSUES AND NEW DISCOVERIES

All vecturists are requested to report new issues and new discoveries direct to the editors—P. O. Box 4835, Washington 8, D. C. Please be accurate, and if possible, include a rubbing of tokens being listed for the first time. As in the past, the person first reporting a new issue or new discovery will be given proper credit for the find.

DUE TO THE LACK OF NEW ISSUES AND NEW DISCOVERIES, NONE WILL APPEAR UNTIL NEXT MONTH. PLEASE COOPERATE BY SENDING IN THOSE WHICH YOU HAVE.

SUBSCRIPTIONS

One year : : : : : \$2.00
One year (members of the A.V.A.) : : : : : \$1.00

All subscriptions end December, 1949. Send in your cash, postal note, or money order to:

D. M. Peebles, Jr. P.O.Box 4835 Washington 8, D.C.

ADVERTISING

When space is available, advertising is acceptable at the following rates:

1 line or fraction thereof.....	\$0.35
3 lines or less.....	\$1.00
Each additional line.....	\$0.25
Quarter page (15 lines).....	\$3.75
Half page (30 lines).....	\$6.75
Full page (62 lines).....	\$13.00

All advertising closes on the 26th of the preceeding month. "Proofs" sent out if received before that time.

CLOSING DATE

The Fare Box will be printed on the first of each month. Therefore, please try to have all copy in the editor's hands not later than the 28th (advertising on the 26th). Ample time must be given for "make-up" and stencil cutting. Your cooperation will be appreciated.

There seems to be some doubt whether or not the tokens listed as being from Charleston, W. Va. are really from that city. The South Hill Bus Line never operated in Charleston, according to the city transit company. The tokens of this line are very scarce but perhaps someone, who has the tokens can clear this matter up.

Is anyone interested in having a monthly, or bi-monthly mail auction? Coin dealers have been conducting these for many years, and when tokens are auctioned by these dealers, high prices are realized. If there is enough favorable comment on this idea, we will organize an auction, and it will function through The Fare Box, with profits going to the A.V.A.

Your thoughts are welcome on this matter. Please write D. M. Peebles, Jr. at The Fare Box address—P.O.Box 4835, Washington 8, D. C.

Contrary to popular belief, the Orange Street Bus Corp. tokens listed several months ago—Conn. 305 G & H—are not new or even recent issues. They were used before 1920 in New Haven, Connecticut.

PETERSBURG, VIRGINIA—TRANSPORTATION SYSTEMS AND THEIR PERSONALITIES

Petersburg, Virginia, known as "six-twenty" to most vecturists, is an interesting little southern town of four active local transportation lines. These companies are the Petersburg Transit Co., High Street Bus Line, Petersburg-Hopewell Transit Co., and Maitland Bros. Bus Line.

The Petersburg Transit Company serves all of Petersburg, and is the only system of any importance. This company is very courteous, and the treasurer's office is always open to visiting vecturists. Two varieties of tokens are now used on P. T. C. lines—Va. 620 J & K. If one is lucky, he may get a white metal token of the design of "K" since there are still about five in circulation of the sixteen original the company received as samples from the manufacturer. These were placed in circulation with the other tokens, for want of anything better to do with them. This company is the successor to the Virginia Electric & Power Company.

Next of the companies to be covered is the little one-bus line, The High Street line. One bus goes 'round and 'round, and for five cents, you can ride all day long. A visit to the company office, which also serves as a gasoline station and garage, proved fruitless, and the president to whom we talked said that all the old tokens were thrown into the Potomac River some ten years ago.

The Petersburg-Hopewell Transit Company is the successor to the old Petersburg, Hopewell, & Central Point Ry. Co. The tokens of the P. H. & C. P. are still used by the successor company as POSTOFFICE tokens. The tokens, when available, are issued to mailcarriers only, who use them in their official capacity of carrying the mail only—they are not available to the public. P. & H. also bought out the Ettrick and Matoaka Bus Lines, the tokens of which lines have long since fallen into oblivion, and a search in Petersburg last July also proved fruitless. These tokens are quite scarce. This company operates mainly an interurban service, and is not actually a local system.

Most interesting to the vecturist is the Maitland Brothers Bus Line, which operates two lines in Petersburg, using only one bus on each. On one of these lines, the fare is 5¢ straight, while on the other the fare is 10¢, or three tokens (Va. 620-M) for a quarter. Hand-to-hand fare collection is made, and consequently a quarter buys only two tokens, and a ride. The owner of the line, Mr. Maitland, has had several contacts with token collectors, and his tales of us are probably just as harrowing as ours about him. He has, during the life of his bus line, issued six different fare tokens, all of which are obsolete, and very scarce—the one exception being "M" which is now used, however, only about thirty of these are in collectors' hands. The current token is not available to collectors, and Mr. Maitland will not sell one token for any purpose other than its immediate use as a fare. His supply, which was 300 tokens, is getting low due to various reasons, and he doesn't want the expense of a new issue any sooner than possible. (He always makes a new issue—never reorders a supply.) A visit to the company, located over Mr. Maitland's pig sty, will prove fruitless and disheartening to collectors. Mr. Maitland has instructed his drivers to refuse to sell tokens to collectors, and anyone purchasing over 50¢ worth would be suspected of the unforgivable crime of being a vecturist, and would pay 10¢ cash!

(OVER)

(continued from preceeding page)

Letters to this company may as well be given up as lost. Maitland neither sends tokens out in the mail, nor does he answer questions. In fact, it usually takes two months for him to send back your money when you request tokens. You vecturists who have any of Mr. Maitland's tokens, including the current one—prize them highly. They are absolutely unobtainable, and remember, there were never more than 300 tokens made of any one variety.

So, collectors of transportation tokens, look again at Virginia "six-twenty" and gloat over the ones you have, for out of the fifteen emissions of this city, only three can ever be called "common"—and those are the three which every beginner has to start with. Of the first token (Va. 620-A) you will see listed from this city, your guess is as good as anybody's. This quaint little bit of antiquity is beyond the realm of most of us, and it is doubtful if two of these are known today.

(ED. NOTE) We hope the above scattered fragments of information will add to the fullness of your hobby in some small way, by the addition of knowledge and the story which stands as the background of your token. Similar material on other cities is solicited from our readers. We plan to cover many of the cities of the country in this manner.

Perhaps one of the scarcest tokens issued in recent years is that one issued by "Belton City Service" of Belton, S. C. This line, which consisted of one man and one bus, operated for less than two weeks. The location of the tokens is unknown, and there are not over five or six in collector's hands.

Another "token" which is very scarce, is the bronze 16 m.m. token issued in York, Pa. (Atwood's F). It appears on everyone's want list, and we would like to know—Does anyone have this? Also, another token which is needed by everyone is the W.M. 16 m.m. issue of the Red Bus Lines, Lynchburg, Va. Please let the editors know who the lucky owners of these scarce tokens are. (In both cases, the companies claim that the token was never issued.)

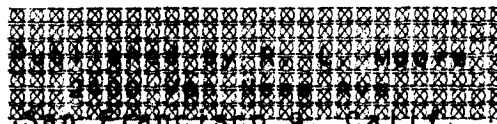
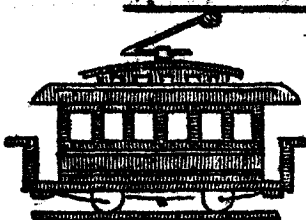
With the issuance of "coated" tokens by many companies, it seems as if there will be a new addition to a vecturist's standard equipment—a file. The only way that tokens can be examined, is by filing the edge of the token, until the metal is visible. Not only Washington, but other cities have released these plated tokens. Using this method, many new issues should be reported shortly.

The fact that the editors hold such a position will not in any way limit their time to devote to their own collections. On the contrary, both of us will be more active than ever. Please contact us at our private mailing addresses, as we have many desirable tokens for trade.

D. M. Peebles, Jr. P. O. Box 1227 Washington 13, D. C.
J. M. Coffee, Jr. P. O. Box 334 New Haven, Connecticut

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VOLUME 3

FEBRUARY, 1949

NUMBER 2

WASHINGTON, D.C., CHOSEN AS SITE FOR COMING QUARTERLY AVA CONVENTION

A.V.A. President Max M. Schwartz has announced that the Board of the A.V.A. have agreed to hold the next convention in Washington. The attending members will convene in the afternoon of Saturday, February 19, 1949, at the Statler Hotel. As is usual at these meetings, thousands of tokens will be offered for sale--some good and some not so good. Mr. Underwood of Sacramento, California, has sent in 800 tokens for the perusal of those present; the major part of Mr. Moore's collection will be offered for sale at auction to those present. As usual, those present will leave with many more tokens in their collections than when they arrived. All vecturists who possibly can do so are urged to attend in person, not only for the benefit of their collections, but also for the opportunity of meeting other collectors in person. We shall not dwell on the advantages of attending in person, however, as Mr. Moore has enumerated them quite satisfactorily in previous issues.

We strongly urge all those who plan to attend to bring their BEST duplicates with them since there are strong indications that certain collectors present will have some excellent duplicates on hand, but we fear that it will be more difficult at this meeting to purchase the higher bracket tokens for cash than it was at the last. Remember--those good duplicates left hidden at home aren't doing you any good, but they may perform surprising results if brought to the convention.

The suggestion of having a mail auction has been received very favorably by the collecting fraternity, and will be discussed at the coming meeting. Final plans for the auction will be announced in the March Fare Box.

For further information concerning the convention, or for room reservations, collectors are urged to contact Mr. Max M. Schwartz, 134 West 58th Street, New York 19, N.Y., immediately.

THIS IS THE LAST ISSUE of the Fare Box that non-subscribers will receive. As you will doubtless notice, the Fare Box this month is twice as large as it has ever been, and, with the continued cooperation of collectors, will continue to extend the best possible coverage of all angles of transportation token collecting. We strongly urge all who have not yet subscribed to the Fare Box to do so immediately. Remember, the Fare Box is the binding tie among vecturists everywhere, and every additional subscription aids the hobby as well as yourself.

SUBSCRIPTION RATES

January through December, 1949.....\$2.00
Special rate to members of A.V.A..... 1.00
(Those beginning their subscriptions in the middle of the year will receive the back numbers to complete the volume, as available.)

ADVERTISING RATES

Per line 35¢. Three lines for \$1.00. Consult the Editors for larger amounts of space. Members of A.V.A. granted 33% discount on all advertising rates. Advertising copy must be received by the twenty-sixth.

The A.V.A. membership is now over sixty, and continues to grow. We urge all vecturists to avail themselves of the numerous opportunities offered by membership in the American Vecturist Association. Membership is two dollars per annum. For membership blanks address the President, Mr. Max M. Schwartz - 134 W. 58th St. - New York 19, N.Y.

ROSTER OF A.V.A. MEMBERS (to run serially until completed)

- | | |
|--------------------------|--|
| 1. Roland C. Atwood | P.O. Box 621 - Hollywood 28, California |
| 2. R. L. Moore | 824 Fourteenth Street - San Francisco 14, Cal. |
| 3. Max M. Schwartz | 134 West 58th Street - New York 19, N.Y. |
| 4. Felton W. Smith | 128 Redfield Place - Syracuse 10, N.Y. |
| 5. Robert B. McKee | Box 587 - Buffalo 5, N.Y. |
| 6. William L. Black | 1409 Evans Street - McKeesport, Pa. |
| 7. Corinne Black | 1409 Evans Street - McKeesport, Pa. |
| 8. Marvin Landsman | 1475 Grand Concourse, H Bldg. - Bronx 52, N.Y. |
| 9. Miss Ione E. Kibbe | 497 Fern Street - West Hartford, Conn. |
| 10. Floyd N. Hammond | 11 Prospect Street - West Springfield, Mass. |
| 11. Elnore F. Lunis | 437 Shelton Street - Bridgeport 8, Conn. |
| 12. Thomas F. Williamson | 312 Lexington Avenue - Syracuse 10, N.Y. |
| 13. D. M. Peebles, Jr. | P.O. Box 1227 - Washington 13, D.C. |
| 14. J. M. Coffee, Jr. | P.O. Box 334 - New Haven, Connecticut |
| 15. Edgar Levy | 1413 Mesa Avenue, Broadmoor - Colorado Springs, Colorado |
| 16. Walter W. Underwood | 2517 O Street - Sacramento 16, Calif. |

(The above constitutes one-half of the charter members of the A.V.A.)

We have noticed there are still occasionally cases where a collector will unknowingly misrepresent the composition of a fare token when listing it to another collector. None of us can claim to be free of making errors, but we must, as a body of collectors, do our utmost to eliminate this unnecessary practice. We suggest that all collectors exercise extreme care in designating the metals of their tokens, and always make use of those great aids to the vecturist, the file, the millimeter scale, and the magnet.

We hope that someday our hobby will include many thousands of collectors, and we all should work toward that end, by interesting as many as possible in fare tokens and by obtaining as much publicity as possible for our hobby--in order to prove its great fascination.

Several collectors have confirmed the existence of the tokens listed as questionable in our last issue. Roland Atwood reports that he found several of the bronze York, Pennsylvania tokens (995-F) in the "odd" tokens at St. Petersburg, Florida. Numerous vecturists reported having Va. 500-J—the 16mm. white metal token of the Red Bus Line, Lynchburg. The Red Bus Line is a suburban line which operates from Lynchburg to Madison Heights, about five miles out of the city. The company office is located at Madison Heights.

Reports have come from many sources that indicate Capital Transit Company, and possibly other companies which have had their tokens plated, first dipped all tokens on hand INCLUDING FOREIGN TOKENS. After the tokens were plated, the foreigners were then returned to the company. Therefore, many tokens are being reported as being new issues since they are copper-plated, while in reality, they are just items which fall in the "pattern, freak, or error" category. If we list all of these that turn up, there might be five hundred, so, rather than list tokens which are "freaks," we simply suggest that collectors remove such items from their collections, unless it can be established without a doubt that the tokens were actually issued and used by the company in question. Washington, Minneapolis, and St. Joe are the companies which most likely plated the tokens in error.

It has been reported that the old 23mm. bronze employee and the 21mm. white metal regular fare tokens of Wausau, Wisconsin are now both obsolete. A new token was issued recently to take the place of the regular token, while no employee token is in use at the present.

THREE DOT SHORTS

There are at least sixteen different tokens issued by the Lehigh Valley Transit. Charles Houser reports that he has one brass, one steel, three zinc, and no less than eleven white metals. These are all die varieties . . . Bob McKee reports that the 16mm. token with the "P" in the center from Pikesville (Ky. 710-B) is used for a suburban ride, and that they are sold at the rate of six for a dollar . . . The new variety from Youngstown, Ohio as reported by Chris Cook in this issue is described by Mr. Cook as follows: "It is thinner than the old; the Y does not roam the circle; the lower part of the Y is longer, and the background is different" . . . Just after the D. C. Public Utilities Commission approved the new Capital Transit fare of 13¢, tokens 3 for 35¢, a movement was started by transit riders to form "The Thirteen Penny Club"—an organization whose members would always drop thirteen pennies in the fare box, rather than a dime or nickels. It was their thought that Capital Transit would be burdened with additional expense to change an empty fare box for a box full of pennies on each vehicle two or three times a day. When it became apparent that CTCo fare boxes could hold many thousands of pennies, the movement was abandoned . . . Over fifteen color varieties of the new Washington plated tokens have shown up, so to simplify things, these are being relisted . . . The "10¢" Kenmore, N. Y. tokens are actually sold at 5 for 65¢—13¢ each . . . The current tokens of Warren, Pennsylvania became obsolete on January 29th . . . Anyone who has not done so, should delate N. Y. 145-A. This is not a fare token, but rather an admission check to the Coney Island men's room.

In response to the many inquiries received from A.V.A. members, we wish to state that membership cards have not yet been mailed out. This will, however, be taken care of shortly.

In the first months of 1948, when the Petersburg Transit Company ordered its token needs, they ordered a bag of silver-plated brass tokens in the same design of the regular brass tokens. The cost of these was naturally somewhat more than that of the ordinary brass ones. The silver-plated tokens were used as a test to see how much longer they would be able to stand circulation than the regular tokens. After a short usage, the Petersburg Transit decided that the additional cost involved was not justified, and consequently all the silver-plated brass tokens have been removed from circulation and disposed of.

Raymond B. Cooper, owner of one of the largest transportation token collections in the United States, is seriously ill in the Hines Veterans Hospital with an undiagnosed malady. Felix Church informs us that good wishes may be sent through his brother, Arthur B. Cooper, 2036 North Crawford, Chicago 39, Illinois.

It is with regret that we report the death of Mr. E. O. Crosby, for forty years the treasurer of the Twin City Rapid Transit Company. Mr. Crosby, a native of Prescott, Wisconsin, came to Minneapolis as a boy. He served as City Treasurer before joining the street railway company. Mr. Crosby's name appears on millions of Minneapolis tokens issued some time ago. He was 82 at his death.

When the East Side and Comprehensive Omnibus companies were purchased by the New York City Transit System, new buses were ordered which do not have turnstiles. A passenger with a transfer merely hands it to the driver. This indicates that the transfer tokens of these two companies will eventually become obsolete. Marvin Landsman also reports that the Queensboro Bridge Railway has raised its fare to a rate of five tokens for 20¢ instead of the old rate of two for 5¢.

With the help of Roland Atwood and Edgar Levy, it has positively been established that the South Hill Bus Line tokens were used in Charleston, W. Va. Both these well-known vecturists agree that the line used tokens over fifteen years ago. There is no trace of the old line (or of the tokens) in Charleston now. We might add that these two little items are now among the very rare tokens of the country.

Information on price of tokens of the Yellow Bus Lines, Memphis, Tennessee: 20mm. Center Hole - 2 for 35¢; 23mm. bar - 2 for 40¢. These tokens are in use on lines which operate entirely in suburban areas.

"TRANSIT LINES OF NORTHERN VIRGINIA"

The towns and areas to be covered are Alexandria, Arlington, Fairfax, and Fredericksburg, which will include information concerning Alexandria, Barcroft & Washington Transit Company, and Washington, Virginia & Maryland lines.

First we will cover Alexandria. This city is located five miles south of Washington. Its lone means of local transportation is the A. B. & W. Transit Company. This was formerly the A. B. & W. Rapid Transit Company. Aside from local service in Alexandria, the line now operates to Mt. Vernon and Fort Belvoir, as well as the Alexandria to Washington line. The old tokens were Alexandria-Washington, Del Ray-Washington, and Del Ray-Alexandria, with the latter being by far the scarcest of the three. Del Ray is a small village about mid-way between Alexandria and Washington. Until recently, the large 23mm. tokens were used from Alexandria to Washington, and were sold at eight for a dollar, while the cash fare was fifteen cents. Tokens are no longer used for the 15¢ zone, but a new, smaller 20mm. token is used for a one zone ride. These are sold at 2 for 15¢. This represented a former nickel ride. Back in January, 1948, I was at the office of the A. B. & W., looking for the old Del Ray tokens. The manager was very nice, but he told me that he burned a box full of them not two weeks before. He described them quite accurately, and said that he remembered them well because he was a driver when they were used, which was about 1924. The old tokens are very hard to obtain now, especially Va. 20-B-&-C. A. B. & W. also operates a line from Washington to Barcroft and Bailey's Crossroads. It was on this line that the Bz-23-B tokens were originally used, however since they were sold at the same rate, they became valid fares on the Washington-Alexandria line. The "Columbia" tokens, which have been listed as Chevy Chase, Maryland, were in reality used on the Barcroft line, for a ride to Columbia Pike. This statement has been supported by an A. B. & W. official. (Atwood and others interested, please note!)

The Washington, Virginia & Maryland lines operate in the Arlington-Falls Church area. This line was known as "Arnold Lines" until recently, when the president resigned. Almost all W-V-M lines start in Washington, and operate via Rosslyn to Falls Church, Fairfax, Arlington, Lyons Village, Mc Lean and West Falls Church. Tokens are sold at two for a quarter, and are good for a ride through Washington and one zone of Virginia. These tokens have been used slightly over a year, when the fare was raised from ten cents straight. The W-V-M line was enlarged somewhat when it purchased all lines and equipment of the Arlington-Fairfax Motor Transit Line. These two lines served the same general area at one time. A & F ran a "rail-bus" north from Rosslyn to points on its line, but this was abandoned some years ago. There is one token listed as A & F, however there is some doubt whether or not these tokens were actually used. I have personally seen three bags of these, but thought that they would be placed into use, and eventually become common. On the contrary, the little token is quite scarce, and almost unobtainable.

Though it does not use tokens, it might be interesting to mention the Washington & Old Dominion Railway. This line also uses Rosslyn as its southern terminus. It now runs to Leesburg, Virginia, although it did at one time run as far as Bluemont, Virginia, which is only several miles from the Va.-W.Va. border. The W. & O. D. is now a gas-operated rail line, but before the war, it was an electric line. Service was suspended for several days last week when a portion of the track caved in, however service is back to normal. (over)

Fredericksburg is located forty seven miles south of Washington. The city is served by a small local bus line which does not use tokens, but a very unique token was used in this city in 1922. This was used on the bridge at the north end of the city. A toll was approved by the city council and toll tokens for the bridge were issued. These tokens—large scalloped edge aluminum items—were used less than a year, and now they are among the most rare tokens extant. Having mentioned this kind of rarities from the area under discussion, we shall go no further.

1949 PRICE REVISIONS TO THE NATIONAL CHECK LIST supplied by Roland C. Atwood. All previous prices for the listed tokens are void; the revised prices are as follows: (tokens not listed below, up to Massachusetts, remain at price indicated in the Check List)

✓ ALA 120 I .15	✓ CAL 985 C .15	✓ IDA 380 A .50	✓ IOWA 390 E 1.50
✓ ALA 750 A .35	✓ CAL 985 D .15	✓ IDA 380 B .50	✓ KANS 480 A .15
✓ ALA 800 D 1.00	✓ CAL 995 A .10	✓ IDA 440 A .75	✓ KANS 480 B .15
✓ ARIZ 640 C .10	✓ COLO 140 A .25	✓ ILL 155 A .50	✓ KANS 480 C .15
✓ ARIZ 720 A .50	✓ COLO 260 A 5.00	✓ ILL 155 B .75	✓ KANS 480 D .15
✓ ARIZ 840 D .10	✓ COLO 280 B 5.00	✓ ILL 200 A .15	✓ KANS 800 A .25
✓ ARIZ 840 E .10	✓ COLO 300 A .35	✓ ILL 200 B .25	✓ KY 10 B .50
✓ ARK 435 C .10	✓ COLO 440 C .35	✓ ILL 200 C .50	✓ KY 10 C .75
✓ ARK 435 D .35	✓ COLO 460 D .15	✓ ILL 200 D .50	✓ KY 160 A .15
✓ ARK 435 E .35	✓ COLO 820 A 5.00	✓ ILL 200 E .75	✓ KY 160 B .25
✓ ARK 435 F .35	✓ COLO 860 D .25	✓ ILL 385 A .35	✓ KY 280 F .10
✓ ARK 435 G .50	✓ CONN 305 G 1.00	✓ ILL 455 C .15	✓ KY 510 II .50
✓ ARK 435 H .50	✓ CONN 305 H 1.00	✓ ILL 760 C .50	✓ KY 560 A .15
✓ ARK 480 O .10	✓ CONN 345 B .75	✓ IND 350 A .15	✓ KY 560 B .15
✓ ARK 480 P .10	✓ CONN 525 A .35	✓ IND 450 A .25	✓ KY 560 C .15
✓ ARK 480 Q .10	✓ CONN 525 B .15	✓ IND 450 B .25	✓ KY 560 D .15
✓ ARK 885 A .15	✓ CONN 525 C .15	✓ IND 450 D .50	✓ KY 670 E .15
✓ ARK 885 B .15	✓ CONN 525 D .15	✓ IND 610 F .10	✓ KY 670 F .15
✓ ARK 885 C .25	✓ CONN 525 E .10	✓ IND 980 A .50	✓ KY 710 A .15
✓ CAL 205 C .35	✓ CONN 550 A .25	✓ IND 980 B .50	✓ KY 710 B .20
✓ CAL 435 B .10	✓ CONN 560 G .25	✓ IND 980 C .50	✓ LA 520 A .25
✓ CAL 445 B .10	✓ DEL 900 B 1.75	✓ IND 980 D .25	✓ LA 810 B .50
✓ CAL 715 P .10	✓ FLA 300 C .50	✓ IND 980 E .25	✓ MD 300 B .35
✓ CAL 745 K 3.50	✓ FLA 300 D .50	✓ IOWA 30 A .25	✓ MD 600 A 2.50
✓ CAL 950 B .35	✓ GA 240 A .25	✓ IOWA 160 A .50	✓ MD 600 B 2.00
✓ CAL 950 C .35	✓ GA 750 F 2.50	✓ IOWA 230 J .15	✓ MD 600 C 3.50
✓ CAL 950 D .35	✓ IDA 100 N .15	✓ IOWA 300 G 3.00	MASS 45 A .50
✓ CAL 970 A .10	✓ IDA 100 O .15	✓ IOWA 310 K .15	MASS 550 D .15

This list will be continued, starting with Michigan, in the next issue. Further revisions, as Mr. Atwood finds them necessary, will be listed throughout the year.

SPELLING CORRECTIONS for Atwood's National Check List:

1. BRAINERD, Minn. is correct. (NOT Brainard)
2. FERGUS FALLS, Minn. is correct. (NOT Furgus Falls)

There are many errors in Atwood's Check List, as Mr. Atwood himself admits. In order to correct these, he would appreciate all collectors' reporting any mistakes they find in the list direct to the compiler at the below address:

Roland C. Atwood - P.O. Box 621 - Hollywood 28, California

SUPPLEMENT TO THE NATIONAL CHECK & PREMIUM LIST By Roland C. Atwood
(Listed exactly as received)(This list is the continuation of Mr.
Moore's November Fare Box supplement listing.)

MINNESOTA

- ✓ Mankato 510
F WM 16 St-sc Mankato City Bus Lines
Good For One Fare
- Minneapolis 540
- ✓ R Bz 16 Sq Minneapolis St. Ry. Co. M
Good For One Fare M D. J. Strouse
- ✓ S B 16 Sq Minneapolis St. Ry. Co. M
Good For One Fare M D. J. Strouse
- ✓ T S 16 Sq Minneapolis St. Ry. Co. M (bronze plated)
Good For One Fare
- ✓ U WM 16 Sq Minneapolis St. Ry. Co. M (bronze plated)
Good For One Fare
- North St. Paul 620
- ✓ Ao WM 18 Sd L T B (in script)
Good For 7½¢ Ride
- ✓ Bo B 24 Sd L T B (in script)
Good For 12½¢ Ride
- ✓ Co WM 24 Sd L T B (in script)
Good For 16½¢ Ride
- Red Wing 680
- ✓ G B 20 Sd 707 Bus Red Wing, Minn. (2 var.-straight & curved line)
Good For One Fare Bus
- ✓ Ho Fm 19 Sd A. C. Almquist Red Wing, Minn.
Good For One Fare Bus
- St. Cloud 730
- ✓ G WM 21 Bar Saint Cloud Bus Lines (BUS)
Good For One Fare (BUS)
- So. St. Paul 820
- ✓ A WM 20 Sd So. St. Paul Transit
Good For 12½¢ Ride
- ✓ Bo Fm 21 Sd So. St. Paul Transit
Good For 7½¢ Ride
- ✓ Co Fx 21 Sd So. St. Paul Transit
Good For 7½¢ Ride
- ✓ D B 21 Sd So. St. Paul Transit
Good For 7½¢ Ride
- ✓ Worthington 985
- A WM 16 Bar Worthington Bus Co. (BUS)
Good For One Fare (BUS)

MISSISSIPPI

- ✓ Jackson 460
- I B 23 Sd Jackson City Lines, Inc. Miss. (BUS)
Good For One School Fare (BUS)
- ✓ Meridian 620
- Co B 16 M-sc Meridian Lt. & Ry. Co.
Good For One Fare
- ✓ Vicksburg 900
- J B 23 Dd Vicksburg City Lines, Inc. (BUS)
Good For One School Fare (BUS)

(OVER)

Supplement to the National Check & Premium List (continued)

MISSOURI

- ✓ Carthage 160
Ao A 24 Sd Morris Transfer Co. Carthage Mo.
Good For One Ride From Hotel to Depot
- ✓ Columbia 230
A B 23 Sd City Bus Lines Safe-Dependable-Courteous-Economical
(SHIELD)
(reverse inscription not received)
- ✓ B Bz 23 Sd City Bus Lines Safe-Dependable-Courteous-Economical
(SHIELD)
(reverse inscription not received)
- ✓ Jefferson City 420
G WM 23 J-sc Jefferson City Lines, Inc.
Good For One Fare
- ✓ Moberly 600
A WM 16 Sd Moberly City Lines MEW
Good For One Fare (BUS)
- ✓ Sedalia 820
Do A 22 Sd Sedalia Bus Co. Sedalia, Mo.
Good For 1 Fare
- St. Joseph 880
- ✓ Eo S 16 Tr-sc St. Joseph Ry. Lt. Ht. & Pr. Co. Full Fare(Bz plated)
(DESIGN)
- ✓ Fo WM 16 Tr-sc St. Joseph Ry. Lt. Ht. & Pr. Co. Full Fare(Bz plated)
(DESIGN)
- ✓ G WM 16 Tr-sc St. Joseph Light & Power Co.
Good For One Fare
- ✓ St. Louis 910
L Bz 20 Bar Downtown Loop Bus Service St. L.P.S.Co.
Good For One Ride Loop Bus Service St. L.P.S.Co.

MONTANA

- ✓ Billings 80
F Bz 16 B Billings City Bus
Good For One Fare
- ✓ G WM 16 B Billings City Bus
Good For One Fare
- ✓ Great Falls 380
C B 16 G Great Falls City Lines
Good For One Fare
- ✓ Helena 480 (C is NOT steel, but WHITE METAL)
- ✓ Kalispel 500
A Bz 16 Ball Kalispell Transportation Co. K
Good For One Fare K
- ✓ Missoula 660
G WM 16 Bar United Transit Company (BUS)
Good For One Fare (BUS)
- ✓ H Bz 16 Bar United Transit Company (BUS)
Good For One Fare (BUS)

NEBRASKA

- ✓ Beatrice 120
Bo Cr 21 Sd Beatrice Street Railway Co.
One Fare 5 Cents
- Fremont 360
D WM 16 B Blue Pole Lines Fremont, Nebr.
Good For One Fare

NEW ISSUES

Hot Springs, Ark. (R. McKee)
 B 23 S Hot Springs St. Ry. Co.
 School Ticket
 Eureka, Calif. (J. Coffee)
 WM 16 B Eureka Transit Lines
 Good For One Fare
 Santa Monica, Calif. (F. Greene)
 WM 23 SM-sc Santa Monica Municipal Bus Lines
 Good For One Zone Fare
 New Haven, Conn. (J. Coffee)
 Bz 23 Bar Orange Street Bus Line, Corp. (BUS)
 Good For One Fare (BUS)
 Bloomington, Ill. (D.M. Peebles)
 WM 23 Bar Bloomington-Normal City Lines, Inc. (BUS)
 Good For One Fare (BUS)
 Danville, Ill. (M. Schwartz)
 WM 23 Bar Danville City Lines, Inc. (BUS)
 Good For One Fare (BUS)
 Decatur, Ill. (M. Schwartz)
 Bz 23 Dd Decatur City Lines, Inc. (BUS)
 Good For One Half Fare (BUS)
 LaSalle, Ill. (J. Coffee)
 WM 20 Bar LaSalle-Peru City Lines, Inc. (BUS)
 Good For One Fare (BUS)
 Princeton, Ill. (K. Snyder)
 WM 16 Sd Princeton Bus Co. P
 Good For One Fare P
 Robinson, Ill. (F. Greene)
 B 16 Bar City Transit Co. Robinson, Ill. (BUS)
 Good For One Ride (BUS)
 West Frankfort, Ill. (F. Greene)
 B 16 Bar West Frankfort Bus Co. Inc. (BUS)
 Good For One Fare (BUS)
 Dubuque, Iowa (M. Schwartz)
 Bz 23 S Dubuque Electric Company
 Good For One School Fare
 Erlanger, Ky. (W. Underwood)
 WM 23 T-sc Dixie Traction Company
 Good For One Fare
 Jackson, Mich. (M. Schwartz)
 Bz 21 Dd Jackson, Mich. City Lines (BUS)
 Good For One City Fare (BUS)
 Jackson, Mich. (D.M. Peebles)
 WM 23 Bar Jackson City Lines Mich. (BUS)
 Good For One Fare (BUS)
 Lansing, Mich. (M. Schwartz)
 B 23 Bar Inter-City Coach Lines Co. Lansing, Mich. (BUS)
 Good For One Fare (BUS)
 Albany, N.Y. (M. Schwartz)
 S 23 Bar United Traction Company System School
 Good For One School Fare
 Bz 16 B Albany-Cohoes Bus Lines, Inc. Fred Rohl, Pres.
 Good For One School Fare
 Albany, N.Y. (F. Smith)
 WM 16 G Albany-Cohoes Bus Lines, Inc.
 Good For One Zone Fare

NEW ISSUES (Cont.)

Wilmington, N.C. (M. Schwartz)
WM 23 Bar Safeway Transit Co. Wilmington, N.C. STC
Good For One Zone Fare STC
Portsmouth, Ohio (C. Cook)
WM 23 Bar Portsmouth City Lines, Inc. (BUS)
Good For One Fare (BUS)
Corvallis, Ore. (D.M. Peebles)
B oc Sd Yellow Bus Co. Corvallis, Ore. Y (21mm.)
Good For 1 Ride
Beaver Falls, Pa. (W. Black)
B 21 Sq-sc H T B Line (Scalloped edge)
Student Check 3¢
Newport, R.I. (M. Schwartz)
WM 16 2tr-sc The Short Line Inc. Newport, R.I.
Good For One Fare
Knoxville, Tenn. (F. Greene)
B 21 Ch Knoxville Transit Lines 1948
Good For One School Fare
Parkersburg, W. Va. (D.M. Peebles)
WM 16 P City Lines Parkersburg, W. Va.
Good For One Token Fare
Port Washington, Wisc. (R. McKee)
Bz 23 Bar Wisconsin Transit Lines (BUS)
Good For One Child's Fare (BUS)
Washington, D.C. (R. Frisbee, D.M. Peebles, and J. Coffee)
WM 16 W Wash. Ry. & E. Co. Cap. Trac. Co. (Bz plated)(small let.)
One Fare In The Dist. of Col. 2
WM 16 W Wash. Ry. & E. Co. Cap. Trac. Co. (Bz plated)(large let.)
One Fare In The Dist. of Col. 2
WM 16 W Wash. Ry. & E. Co. Cap. Trac. Co. (K plated)(small let.)
One Fare In The Dist. of Col. 2
WM 16 W Wash. Ry. & E. Co. Cap. Trac. Co. (K plated)(large let.)
One Fare In The Dist. of Col. 2
WM 16 W Capital Transit Co. (Bz plated)(small letters)
One Fare In The Dist. of Col. 3
WM 16 W Capital Transit Co. (Bz plated)(large letters)
One Fare In The Dist. of Col. 3
WM 16 W Capital Transit Co. (K plated)(small letters)
One Fare In The Dist. of Col. 3
WM 16 W Capital Transit Co. (K plated)(large letters)
One Fare In The Dist. of Col. 3
B 16 W Capital Transit Co. (Bz plated)
One Fare In The Dist. of Col. 3
B 16 W Capital Transit Co. (K plated)
One Fare In The Dist. of Col. 3
S 16 W Capital Transit Co. (Bz plated)
One Fare In The Dist. of Col. 3
S 16 W Capital Transit Co. (K plated)
One Fare In The Dist. of Col. 3

Unfortunately some new issues or discoveries were sent to the Editors which were described so ambiguously or inaccurately that the exact description, inscription, and status could not be determined. Consequently these do not appear in the listing of new issues, or new discoveries. We strongly urge collectors reporting new issues or discoveries to accompany the report with a rubbing whenever possible and always with the EXACT wording on each side, plus the exact status.

NEW DISCOVERIES

(All tokens listed under this heading are understood to have been out of circulation when first reported to us by readers.)

Waterbury, Conn. (E. Lumis)

WM 20 Bar Cooke Street Line, Inc. (BUS) (small bus on obverse)
Good For One School Fare (BUS) (large bus on reverse)

Centralia, Ill. (K. Snyder)

A 15 Sd C. C. C. Railway Co.
Good For One Fare 5

Whiting, Ind. (K. Snyder)

A 16 Sd South Side Bus
(Blank)

Sault Ste. Marie, Mich. (C. Hamilton)

Z 23 S Soo Traction Co.
Good For One Fare

Pascagoula, Miss. (M. Schwartz)

B 16 Sd Pascagoula St. Ry. & Power Co.
Good For One Zone Fare

Syracuse, N.Y. (F. Smith)

Z 16 S Syracuse Transit Corporation
Good For One City Fare

Akron, Ohio (F. Hammond)

B 21 Sd Akron Manchester
Good For One Fare

Canton, Ohio (K. Snyder)

K 20 Sd Dauber Ave. Bus Line One Fare
(Same as obverse)

Ashland, Ore. (D.M. Peebles)

B oc St-sc City Bus Co. Good For One Fare (19am.)
In Ashland It's The Water

Carrick, Pa. (K. Snyder)

A 15 Sd Carrick Broughton Bruceton Horning Antonio Maddalon
Good For One Fare A

Pittsburgh, Pa. (F. Smith)

WM 20 Sd St. Clair Inclined Plane Company
Good For One Fare

Norfolk, Va. (F. Greene)

Ve 23 Ch City of Norfolk 1870
Passenger Railway

Casper, Wyo. (K. Snyder)

WM 20 Sd Evansville Buss Line
Good For 1 Ride

VARIETIES REPORTED

Covington, Ky. (E. Levy)(Ky 150 C)
 WM 16 L-sc C. N. & C. Ry. Co. Green Line O. C. Vandersmith Gen. Mgr.
 Good For One Fare Green Line
 (3 obvious varieties of above in size of letters--small, medium, large)

Boston, Mass. (K. Snyder)(Mass 115 A)
 B 21 B Boston Elevated Ry. Co.
 Good For One Fare H. L. Wilson Trea.
 (Type one - flat edges; type two - round edges)

Grand Forks, N.D. (J. Coffee)(ND 320 E)
 WM 23 Bar Grand Forks Transportation Company (BUS)
 Good For One City Fare (BUS)
 (Type one - flat edges; type two - round edges)

Lykens, Pa. (C. Houser)(Pa 585 E)
 WM 16 L Lykens Valley Railway Co.
 Good For One Fare
 (Type one - diamonds on reverse; type two - no diamonds)

Cheyenne, Wyo. (J. Coffee)(Wyo 120 F)
 Bz 20 D Cheyenne Motor Bus Co.
 Good For One City Fare
 (Type one - round "O" in "GOOD" on reverse; type two - oval "O" in
 "GOOD" on reverse; type 1 - large letters; type two - small letters)

MAVERICKS

45. B: 20 Sd St. Olaf Bus D. Tillie
 One Fare 10 Cents

46. B 23 Sd Cook Transportation Co. (SMALL STAR)
 Good For One Fare

47. WM 16 Sd **Coachman Transit Service (BUS)
 Good For One Fare (BUS)
 (** Previously listed as "Coachman Transit Service")

PATTERNS, FREAKS AND ERRORS

New Haven, Conn. (E. Lumis)
 S 16 Sd Connecticut Company
 Good For One Fare

Springfield, Ill. (K. Snyder)
 Gs 23 Sd Springfield City Ry. Co. 5 (star stamped in base
 Lincoln Monument (MONUMENT) (of monument)

Akron, Ohio (C. Cook)
 Lead 16 A A. T. Co. Akron
 Good For One City Fare

Allentown, Pa. (C. Houser)
 WM 16 Sd Lehigh Valley Transit Co. VT
 Fare Check VT

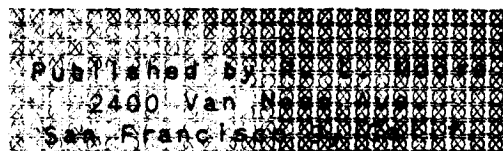
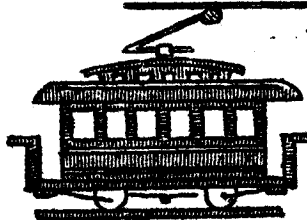
Lemoyne, Pa. (C. Houser)
 WM 16 Bell-sc Valley Transportation
 Fare Check

MANUFACTURER'S SAMPLE

WM 16 Sq-sc L. F. Grammes & Sons Inc.
 Allentown, Pa.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens



PUBLISHED BY THE AMERICAN VECTURIST ASSOCIATION

Editors
D. M. Peebles, Jr.
J. M. Coffee, Jr.

Publication address
P. O. Box 4835
Washington 8, D. C.

VOLUME 3

MARCH, 1949

NUMBER 3

*
* RAYMOND B. COOPER *
*
* It is with regret that we report the *
* death of Raymond B. Cooper, well-known *
* Chicago vecturist. Mr. Cooper, whose col- *
* lection of transportation tokens was among *
* the first five in the country, died Jan- *
* uary 26, 1949, after a lengthy illness. *
* Although he was best known for his *
* tokens, Mr. Cooper also found time for dog- *
* tags, pin-back buttons, and various other *
* classes of buttons and badges. *
* It will be a long time before we see *
* some one so popular and progressive as *
* Ray Cooper. *
*

A. V. A. WASHINGTON MEETING SUCCESSFUL; MANY ITEMS FROM R. L. MOORE COLLECTION DISPOSED OF; TEN MEMBERS, SEVERAL VISITORS IN ATTENDANCE.

On February 19-20, the American Vecturist Association held its second quarterly meeting at Statler Hotel, Washington, D. C. The collection of R. L. Moore, which was recently broken up, drew much interest at the Saturday meeting. Several hundred higher priced items, ranging from 20¢ to \$1 were offered, as well as almost one thousand ten cent tokens. All members participated eagerly in the auctioning of the various lots, and everyone obtained one or several of the higher tokens. What business there was, was taken care of later on Saturday. Reports were submitted by the treasurer and the Fare Box editors. At the present time, there is \$40.10 in the A. V. A. bank account. Those members who attended the Saturday sessions were: Max Schwartz, Bob McKee, Tom Williamson, "Snuffy" Smith, John Coffee, B. H. Baake, Jr., D. M. Peebles, Jr. Ralph Winant, and Bill and Corrine Black. There were also several visitors on hand, and one of the visitors submitted his name for membership. We might remark that Mr. Baake, supervisor for Baltimore Transit Co., has by far the best collection of Baltimore tokens that we have seen. Mr. Baake needs only one token to complete the city.

Sunday, things were handled with great speed. The collection of duplicates submitted by Walter Underwood was examined. Also, lots of tokens submitted by other venturists were looked over.

There was a discussion of committee appointments, but before any names are announced, Mr. Schwartz will make his final decisions.

Syracuse, N. Y. was mentioned as our next meeting place, and this motion was passed upon.

At 1:30 P. M., the meeting broke up, and when everyone left, he had many new tokens for addition to his collection.

Ralph Winant made the prize find of the month when he purchased the scarce Lewiston, Maine "B"—the one with the street car on reverse, for the modest sum of 6¢. A Wilmington Coin Dealer sold that one, along with three more common tokens to Ralph for a quarter!

It seems as if there were a few tokens which were listed in the very old Atwood lists, but were not listed in the National Premium & Check List. Some of these were listed under "new discoveries" in the February issue, while others, when located will be listed in that column. Many thanks to our Colorado friend, Edgar Levy, for his help.

MAVERICKS LOCATED

Through the efforts of Edgar Levy and Charles McCormick, we are able to report the city listings for the tokens previously listed under the heading "mavericks":

Michaud Bus Lines, Inc.
The Ohio Bus Line Co.
Service Bus System, Inc.
Altus Transit Company
Couchman Transit Service

Salem, Mass.
Cincinnati, Ohio
Columbia, Tennessee
Altus, Oklahoma
Chambersburg, Pa.

Mr. McCormick reports that the Couchman tokens are sold at the rate of three for twenty-five cents. The address of that company is:
Couchman Transit Service, 30 N. 6th St, Chambersburg, Pa.

By error, the "new discovery" listed last year from Petersburg, Virginia, was reported as being white metal. The token, on first examination, appears white metal, but when the silver-plated brass token was reported, and confirmed by Petersburg Transit, Mr. Coffee, who had the "white metal" token began to file away on it. He went about 1/16 inch into the token, but it still looked white metal. After filing about 1/8 inch of the token, the brass finally appeared. This belated discovery removes the "W.M." 23 Bar token from the Virginia pages. Collectors should enter the token below as being the old letter assigned the white metal—Va. 620 IN

B 23 Bar Petersburg Transit Company (bus)(silver plated)
One Fare Petersburg, Va. (bus)

Mr. Atwood, and others interested, please note.

LETTER FROM THE EDITORS

Washington, D. C.
March 1, 1949

Dear Readers:

Since we have been at the helm of The Fare Box, as representatives of the American Vecturist Association, we have done our best to serve the token fraternity through this publication. The many letters received from all parts of the country have been very complimentary, and for the good wishes—many thanks! With the continued cooperation of the A. V. A., The Fare Box, and you, the reader, this publication can grow to previously unthought of proportions. With little effort, six or eight pages can be filled. With a fair ammount of time, ten, or more pages can be published. We will supply the time. Will you supply us with the latest new issues, and news?

Yours, for a bigger, and better Fare Box

D. M. Peebles, Jr.
J. M. Coffee, Jr.

NEW PAGES FOR ATWOOD'S LIST

As everyone doubtless knows, Mr. Roland C. Atwood complied and released his National Premium & Check List For U. S. Transportation Tokens back in mid-1947. At the time it was printed, the publisher, The American Numismatic Company agreed to print, and distribute when needed, the necessary state supplements for the list. Mr. R. A. Wilson, president of the American Numismatic Company, after receiving the latest information from Mr. Atwood, printed and mailed to most collectors the new pages for Virginia—a state which certainly did need revising. These pages were mailed unsolicited to collectors, with the thought in mind that the new pages would be enthusiastically received by collectors. However, this has not been the case. On the other hand, some collectors have returned the pages to the publisher, saying that the information can be copied from The Fare Box, Others have returned the pages to Mr. Wilson, saying the cost is too great. I would like to remind everyone that there will not be another edition of the check list in its entirety. The only way that a list may be kept up to date is by obtaining the pages from the publisher. Mr. Wilson is going to print about ten states per year, and there is no great cost involved here. Some states never will need new pages. It seems only natural that everyone will want the pages.

Some vecturists have not bothered to return the Virginia pages to Mr. Wilson, or to send payment for same. I know personally that at times it is very discouraging to have a big stack on unanswered mail. However, please remember, friends, Mr. Wilson is doing us a favor. He is losing money at the present. It seems only fair that we return the supplements not wanted to the publisher at the below address:

American Numismatic Company
P. O. Box 385, La Tijera Station
Los Angeles 43, Cal.

D.M.P.

"THE TRANSFER COLLECTOR"—a monthly publication, similar to The Fare Box. Subscription price is \$1.50 per year for this interesting news-letter which deals with fare changes and other general transit news, as well as transfers. Anyone interested should contact: "The Transfer Collector" C.S.Jones, Editor 2920 W. Master St. Philadelphia 21, Pa.

WANTED: MANUFACTURER'S SAMPLES. PAY TEN CENTS EACH FOR ANY I NEED. Please send rubbing with next letter. I PAY HIGHEST CASH PRICES FOR TOKENS I NEED. D.M.Peebles, Jr. P.O.Box 1227 Washington 13, D. C.

FOR SALE SMALL COLLECTION.—FINE START FOR BEGINNER
100 diff. U. S. tokens (postpaid) \$9.50

Includes 2 tokens Atwood price of \$1, one of which is HORSECAR. All tokens in good condition. J.M.Coffee, Jr. P.O.Box 334 New Haven, Conn.

DUE TO LACK OF TIME AND SPACE, NEWS OF THE MAIL AUCTION AND LIST OF A. V. A. MEMBERS WILL NOT BE PUBLISHED UNTIL APRIL ISSUE.

PRICE REVISIONS FOR ATWOOD'S NATIONAL PREMIUM & CHECK LIST

The prices listed here supersede all other prices listed by Mr. Atwood. Lists similar to this will be published whenever it is deemed necessary by the compiler of the list.

Mich. 75-B✓ .15	Mo. 420-D✓ .15	N.Y. 945-B✓ .50	Ohio 230-S✓ .15
Mich. 80-A✓ .25	Mo. 420-E✓ .15	N.C. 30-B✓ .15	Ohio 410-A✓ .25
Mich. 265-B✓ .15	Mo. 820-D✓ .15	N.C. 160-A✓ 1.50	Ohio 425-C✓ .15
Mich. 370-B✓ .75	Mo. 860-B✓ .50	N.C. 330-A✓ .35	Ohio 600-A✓ .35
Mich. 370-C✓ .75	Mo. 880-A✓ 1.25	N.C. 450-B✓ .25	Ohio 730-B✓ .15
Mich. 370-D✓ .75	Mo. 910-A✓ 1.50	N.C. 450-E✓ .15	Ohio 745-D✓ .15
Mich. 370-E✓ .50	Nebr. 420-B✓ .15	N.C. 700-B✓ .15	Ohio 745-E✓ .25
Mich. 370-F✓ .50	Nebr. 420-C✓ .15	N.C. 880-A✓ .25	Ohio 745-F✓ .25
Mich. 370-G✓ .75	Nebr. 440-C✓ 1.00	N.C. 980-E✓ .75	Ohio 860-D✓ 1.00
Mich. 370-H✓ .15	Nebr. 440-D✓ 1.00	N.D. 60-B✓ .15	Ohio 995-A✓ .50
Mich. 515-A✓ .25	Nebr. 440-E✓ 1.00	N.D. 320-A✓ .25	Okla. 330-C✓ .15
Mich. 525-B✓ .25	Nebr. 440-F✓ 3.50	N.D. 320-C✓ .25	Okla. 640-F✓ .15
Mich. 630-B✓ .25	Nebr. 540-S✓ .15	N.D. 900-A✓ .25	Okla. 640-G✓ .25
Mich. 680-H✓ .25	N.J. 185-A✓ 1.00	Ohio 10-D✓ 1.00	Okla. 640-H✓ .25
Mich. 735-B✓ .25	N.J. 185-B✓ 1.00	Ohio 10-E✓ 1.00	Okla. 640-I✓ .15
Mich. 750-A✓ .15	N.J. 185-C✓ 1.00	Ohio 10-F✓ 1.00	Okla. 700-D✓ .15
Mich. 750-B✓ .15	N.J. 310-A✓ .25	Ohio 10-K✓ 1.00	Okla. 860-D✓ .25
Mich. 845-N✓ 1.00	N.J. 555-A✓ .75	Ohio 125-F✓ .15	Okla. 980-A✓ 3.50
Mich. 845-T✓ .15	N.J. 555-B✓ .75	Ohio 165-C✓ .35	Ore. 160-H✓ .15
Miss. 620-A✓ .75	N.J. 885-A✓ .25	Ohio 165-D✓ .35	Ore. 160-J✓ .15
Miss. 620-C✓ .75	N.Y. 25-A✓ .25	Ohio 165-E✓ .25	Ore. 160 M✓ .15
Miss. 900-A✓ .75	N.Y. 25-B✓ .25	Ohio 165-U✓ .25	Ore. 480-A✓ .50
Miss. 900-B✓ .25	N.Y. 70-A✓ .50	Ohio 165-W✓ .25	Ore. 480-B✓ .15
Miss. 900-C✓ .35	N.Y. 75-A✓ .25	Ohio 165-X✓ .50	Ore. 700-A✓ .50
Miss. 900-D✓ .50	N.Y. 360-A✓ .25	Ohio 230-N✓ .35	Ore. 700-B✓ 1.00
Miss. 900-F✓ .25	N.Y. 385-A✓ .25	Ohio 230-O✓ .35	Ore. 700-C✓ .25
Miss. 900-H✓ .15	N.Y. 410-A✓ .25	Ohio 230-P✓ .15	Ore. 800-B✓ .35
Mo. 140-B✓ .15	N.Y. 690-A✓ .50	Ohio 230-Q✓ .15	Ore. 880-B✓ .10
Mo. 420-B✓ .25	N.Y. 945-A✓ .50	Ohio 230-R✓ .15	Ore. 970-A✓ .15

In next month's Fare Box, the list will continue, starting with Pa.

IMPORTANT NOTICE: Attention of A. V. A. members, and others is called to the fact that all A. V. A. business is handled through the secretary, Miss Ione E. Kibbe, 497 Fern Street, West Hartford, Connecticut. All matters which do not pertain to The Fare Box should go to Miss Kibbe.

CONVEN. 100 NOTES

The Blacks—Corrine and Bill, certainly made your editors look very bad, because when they met us at the Statler, they showed us a token they picked up right here in Washington for 25¢. They obtained "Louisville City R'y One Fare" in light blue for that cheap sum from The Hobby Shop. When we visited there several weeks ago, we found only several A-W tokens (Va. 20-A). It would not surprise us if the Louisville token had been in the shop for years, though. Upon entering the store, the visitor sees thousands of interesting items—coins, stamps, badges, medals, china, antiques, curios, picture frames, etc., and it was a wonder Mr. & Mrs. Black found any tokens at all.

* * *

Several rare tokens passed hands at the meeting, when D. M. Peebles traded the two Washington Ind. St. Rwy. tokens to the Blacks for Pittsburgh "B" and "C" and the Transfer Token of Greentree, Pa.

These were a few of the scarce items which were obtained from the R. L. Moore collection:

Grand Coulee, Wash. "D"	J. M. Coffee, Jr.	70¢
Lima, Ohio "B"	D. M. Peebles, Jr.	35¢
Brisbane, Cal. "A"	J. M. Coffee, Jr.	60¢
Brisbane, Cal. "B"	Max M. Schwartz	70¢
Zanesville, Ohio "A"	D. M. Peebles, Jr.	45¢
Jacksonville, Fla. "E"	F. W. Smith	65¢
Clairton, Pa. "E"	J. M. Coffee, Jr.	35¢
Milwaukee, Wisc. "B"	D. M. Peebles, Jr.	75¢
Tacoma, Wash. "A"-thick, thin		\$1.00 each

Probably the best buy of the day was Mr. Coffee's purchase of "D" from Grand Coulee, Wash. for 70¢. This token was on the market for \$5 not so long ago.

Our western New York friends, Williamson, Smith and McKee finally have brought the A. V. A. convention their way. Plans are for the next convention to be held between May 15 and June 15 on a convenient week-end at Syracuse, N. Y. These three fellows have had to travel at least several hundred miles each meeting.

Under A. V. A. rules, the meeting place is decided by the majority of those attending the previous meeting.

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AMERICAN VECTURIST ASSOCIATION

President.....Max M. Schwartz
Vice-President.....Robert B. McKee
Secretary.....Icne E. Kibbe
Treasurer.....Thomas Williamson
Curator.....Felton W. Smith
Editors, "The Fare Box"...D. Meade Peebles, Jr.
John M. Coffee, Jr.

WASHINGTON, MARLBORO & ANAPOLIS MOTOR LINES

The Washington, Marlboro & Annapolis Motor Line was organized in 1922, and this line has increased from a few busses to over sixty. W. M. & A. now serves Braddock Heights, Seat Pleasant, Andrews Field, Oaklawn, Coral Hills and the south-east section of the District of Columbia. Several trips daily are operated to Marlboro, but during the fall when the Marlboro Race Track is open, W. M. & A. carries thousands of people to that point. Service to Annapolis was abandoned some years ago, but the name is still retained.

Back in the early twenties, tokens were used. These were the Brass token with "M" in center (used for Maryland Fare), and the 21mm. white metal token (used for D. C. Fare.) Both these were good for a 15¢ ride, but were sold 4 for 50¢. These were used for several years but due to complaints from the telephone companies, these tokens were all called in and a smaller token was issued. These, 20mm., were used for D. C. fares, while the same tokens, pierced, were used in Maryland. Different size holes indicated different zones. Incidentally, the aluminum solid 20mm. token was only used for three months, and it was decided that they were bent too easily, thus clogging up the fare boxes. All these tokens are very scarce, but the aluminum is actually rare. On October 1, 1933, all of these old tokens were called in, and a straight 10¢ fare was then in effect. Some time later, the W. M. & A. and Capital Transit worked out a fare agreement, and C. T. tokens were used on both systems. At this time, there was a two cent charge for inter-line transfer privileges.

In June, 1947 when the fare was raised again to 10¢, there was a free inter-line transfer in use. The Public Utilities Commission of the District of Columbia ordered a fare increase to go into effect on October 31, 1948 and it was at this time that the new 16mm. "B" tokens were placed into use. These tokens are sold at 3 for 35¢ and are good for one 13¢ fare.

In 1943, the fibre vectures were used. The 15¢ gray was good for D. C. and one Maryland zone, while the 20¢ maroon was good for D. C. and two Maryland zones, according to best information available. Both of these are very scarce, but the 20¢ is the more common of the two. These were used only a few months.

W. M. & A. is modernizing its busses in order to give passengers the best possible service. In fifty busses, they are installing F.M. radios. The service is furnished by station WBUZ-FM, which is controlled by W. M. & A.

The bright orange busses of W. M. & A. operate limited express service to the suburbs. Passengers cannot alight from busses outbound until after Minnesota Avenue, while no pick-ups are made inbound after that point.

ED. NOTE: This is No. 3 in a series of stories about companies and tokens. Series to continue next month.

There seem to be some token speculators on the west coast who have a large number of the tokens from Marshfield (now known as Coos Bay), Oregon. I am not certain who this person is, but he "is willing" to sell Ore. 480-A & B at 50¢ and \$2 each respectively. After consulting Mr. Atwood about these, he tells me that "A" is worth 50¢, but "B" is still a 10¢ token. At the recent sale of the Moore collection, "A" sold at 50¢, while "B" at 15¢. Collectors should use their own judgement in purchasing these items. New prices for the Atwood List on these items are contained in this issue.

NEWS AND NOTES OF INTEREST

If our plans follow through as we hope they will, a new department will soon start in The Fare Box. We hope to publish a list of companies which do not cooperate with collectors. Those which keep money for long periods of time, or forever will be listed. Your editors have quite a list now, but before we attempt to publish those companies known to us, we would like to add the names of companies which have not cooperated with you. Your information will be added to that already on hand. Please write D. M. Peebles, Jr. c/o Fare Box

Now in preparation for use in a coming issue of The Fare Box—"Colorado Tokens", by Edgar Levy of Colorado Springs.

Use of reduced rate tokens started again in Memphis, Tennessee on February 23rd. On that date, the new 10¢ fare, tokens three for a quarter went into effect. Before then, a straight seven cent fare prevailed. The kind of tokens in use is not known at this time.

Evidently, the demand for the various "new find" tokens of Seattle has dropped sharply. When first released, their value was set at two dollars each, even though there were dozens of them. Two varieties of these were offered at the recent Washington convention at a more reasonable price, one dollar each.

THREE DOT SHORTS

A fare increase was recently approved in Elkhart, Indiana, which discontinued the use of tokens. Fare is still ten cents ... The new issue by Capital Transit was necessitated by the fact that the plating is rapidly wearing off the tokens on hand. It is especially so of the steel tokens, some of which are so worn that only a faint trace of bronze or copper remains ... San Diego recently stopped the use of tokens, as the fare was approved at ten cents straight ... Meanwhile, in Owensboro, Ky., the new fare is twelve cents, and tokens are again in use in that city. (Sold 4/45). The type token now used is unknown.

... Tom Williamson, the A. V. A. treasurer, who is a Syracuse bank teller, has recently obtained several of the Lake Oswego tokens, with nickel star. These were "passed off" by persons who thought they might gyp the bank out of a penny. In reality, the token is quite scarce, and probably worth from fifty cents to a dollar ... B. A. Baake, our expert on Baltimore tokens, tells us that the Blakefield Bus token (Md. 60-KK) is extremely rare, and judging by want lists, Mr. Baake is correct. Upon examining the token, it makes one think that it is very old. This token is long obsolete, and Mr. Baake estimates it's value at one dollar ... In Atlanta's "modernization" program, G. P. Co. has ripped all but two street car lines. They assure us that these remaining two lines will be abandoned as soon as trolley busses become available ... Georgia Power had it's fare increase partially turned down. They had requested ten cents, but the fare will be 10¢, tokens 3/25. The old fare was 7½¢ ... A new issue is due out of President Truman's home town. Frank Greene says that Independence will soon place reduced rate tokens in circulation.

DUE TO THE FACT THAT THE SUPPLEMENT TO THE NATIONAL CHECK & PREMIUM LIST HAS NOT YET BEEN RECEIVED FROM THE COMPILER, THAT DEPARTMENT WILL NOT APPEAR UNTIL APRIL.

LIST OF BLANK TOKENS OF KNOWN LOCATIONS

By Roland C. Atwood

(Blank on both sides)

No.	City	Metal, size, & center	Company which issued token
1	Seattle, Wash.	K 16 tr-sc	Seattle Mun. Ry.
2	Seattle, Wash.	Wm 16 ct-sc	Seattle Mun. Ry
3	Wilmington, Del.	Wm 16 W	Wilmington & Phila. Ry.
4	Bakersfield, Cal.	Wm 16 B	Bakersfield & Kern
5	Newark, N. J.	Bz 16 Dd	Pub. Service Coord. Transport
6	Philadelphia, Pa.	Wm 16 Ball	P. R. T.
7	Chicago, Ill.	Wm 16 Ball	Chicago Surface Lines
8	Santa Monica, Cal.	Bz 20 Tr-sc	Santa Monica Mun. Bus
9	Orlando, Florida	Wm 19 Ball	Orlando Transit Company
10	Port Arthur, Tex.	B 23 Sd	Port Arthur City Lines
11	Athol, Mass.	Bz 23 A	Athol & Orange T. A.
12	Atlanta, Ga.	Wm 16 A	Georgia Power Co.
13	Little Rock, Ark.	Bz 23 Bar	Capital Transportation Co.
14	Dallas, Texas	B 16 S	Dallas Ry. (School Fare)
15	Bisbee, Ariz.	Wm 21 Ball	Warren-Bisbee Bus Line
16	Salem, Ore.	Wm 16 Sd	Oregon Motor Stages
17	New Bedford, Mass.	A 23 St-sc	Union St. Railway Co.
18	Cleveland, Ohio	A 20 Ch	Municipal Trac. (1908)
19	Joliet, Ill.	Wm 23 J-sc	Joliet City Lines
20	Seattle, Wash.	Wm 21 Sm-sc	Seattle Transit
21	Wilmington, Cal.	B 21 Sh-sc	Wilmington Bus Co.
22	Culver City, Cal.	A 21 Sq-sc	Culver City Mun. Bus
23	Culver City, Cal.	Wm 21 Sq-sc	Culver City Mun. Bus
24	Pasadena, Cal.	Wm 21 Ball	Pasadena City Lines
25	Salisbury, N. C.	Wm 16 S	Southern Public Utilities Co.
26	Cincinnati, Ohio	A 0c Sd	Clough Creek Turnpike
27	E. St. Louis, Ill.	Wm 16 E-sc	E. St. Louis City Lines
28	Los Angeles, Cal.	Wm 25 CH	U. S. Maritime Commission
29	McAlister, Okla.	Wm 16 P	Pittsburg County Ry.
30	Corvallis, Ore.	B 0c Sd	C. A. T. Co.
31	Seattle, Wash.	Wm 16 Sm-sc	Seattle Transit.

The above list contains all known tokens which were not stamped—that is, they are blank on both sides. Anyone having others should report them either to Mr. Atwood, or to The Fare Box.

Both the 20 mm. white metal and zinc half fare tokens of Bristol, Tennessee have been removed from circulation, and are becoming scarce, especially the zinc one. A white metal 23 mm. token has replaced the old tokens, and this one is the only half fare token now in use there.

JACOBS CREEK, PA. BRASS 19 MM. FOOTBRIDGE TOKENS. -----
A few of these available for trade. Anyone interested, please write:
John M. Coffee, Jr. P. O. Box 334 New Haven, Connecticut.

NEW ISSUES

Lansing, Michigan (D. Johns)

B 23 Bar Inter City Coach Line Co. Lansing, Mich. (Bus)
Good For One Fare (Bus)

St. Cloud, Minnesota (F. Barnett)

Wm 20 Bar St. Cloud Bus Lines (Bus)
Good For One Fare (Bus)

Warren, Pennsylvania (R. McKee)

B 16 Sd Warren City Lines Warren
Good For One Fare Warren

Newport, Rhode Island (K. Snyder)

B 16 2Tr-sc The Short Line, Inc. Newport, R. I.
Good For One Fare

Galveston, Texas (A. Webster)

Wm 16 G Galveston Transit Company
Good For One Fare Full

Sherman, Texas (L. Kimmons)

Wm 16 Bar City Transit System Sherman-Dennison (Bus)
Good For One Fare (Bus)

La Crosse, Wisconsin (F. Barnett)

Wm 16 L La Crosse Transit Company
Good For One Fare

Note: The words "La Crosse" on above token are script.

Washington, D. C. (J. Coffee)

Bz 16 W Capital Transit Company
One Fare In The Dist. Of Col. 4

Editor's note: It has been the policy for The Fare Box to print new issues on a separate page, and allowing a full page for this department. However, unless more new issues are received in time for publication, new issues will be as space allows on other pages.

NEW DISCOVERY

Petersburg, Virginia (D. M. Peebles Jr.)

E 23 Bar Petersburg Transit Company (Bus) (silver-plated)
One Fare Petersburg, Va. (Bus)

Note: As mentioned elsewhere in this issue, the above token is to be known as Va. GRC-N. The token previously listed as that number (white metal) was found to be the same token as that listed by Mr. Peebles above. Atwood, and others interested, please take notice of this.

VARIETIES REPORTED

Los Angeles, California (R. Atwood)

S 20 PE Pacific Electric Railway Co.
One Fare Zone 1-2

Var. 1 - coated Var. 2 - uncoated

Portsmouth, Ohio (C. Cook)

Wm 23 Bar (as reported in February issue)

Var. 1 - small diamonds on reverse Var. 2 - large diamonds

Logan, Utah (C. Cook)

Wm 16 L Var. 1 - Inner angle of L is 90° formed by two
straight lines.
Var. 2 - Inner lines of L are curved.

Newport, Vermont (C. Houser)

Wm 23 Bar Var. 1 - letters are wide and large
Var. 2 - letters are narrow and small

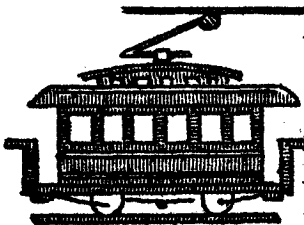
MAVERICK

K 23 Sd Gold Seal Cabs Limited B 2401 Hamilton
Lucky Token Good For 5¢ In Taxi Fare

IMPORTANT: Late last year, there was a token listed as being issued by the Altoona & Logan Valley Elec. Ry. Co. of Altoona, Pa. (Wm 16 Ball). Information recently received, states that the token was never issued by the A&LV, but was used instead by Citizen's Rapid Transit Co., Newport News, Va. This mix-up occurred when the CRT needed a supply of tokens immediately, and since the manufacturer could not fill the order when the tokens were first needed, a bag of the A&LV tokens was sent CRT. These A&LV tokens had already been prepared by the manufacturer, but were never sent to the Altoona company. Mr. Atwood's decision on where this will be listed will appear in next month's issue.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens



Published by R. L. Moore
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Editors

J. M. Coffey, Jr.
D. M. Peebles, Jr.

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NUMBER 4

TWIN CITIES SCENE OF VECTURISTS' GATHERING

Mr. Tex Barnett played host to a group of transportation token collectors Sunday, March 6, 1949, from 2 pm until 10:30 pm. Six adults and three children were present, and a fine lunch was served by Mrs. Barnett. All present enjoyed themselves thoroughly. The participants "traded tokens, talked tokens, and looked at tokens." Mr. Snyder hopes to have a similar gathering at his home soon. We wish the boys in Minnesota all the luck in the world, and hope to see a club there in the not too distant future.

Undoubtedly many readers noted a distinct change to the worse from the appearance of the February issue to that of the March issue. This was due to the introduction of museum equipment where modern automatic equipment had been in use. This also accounts in part for the delay in receiving the March and April issues. In the case of the former, however, many were held up for as long as two weeks in the mails after they had been mailed March 6. We hope that, with experience, the appearance will improve with each issue. In the meantime, we hope our readers will bear with us, and continue to send criticism, comments, suggestions, and most important, NEWS ITEMS, to the Fare Box address.

DEPARTMENTS IN PREPARATION FOR MAY ISSUE: (1) List of uncooperative transit companies. (2) Roster of AVA members. (3) Atwood's supplement entirely up to date, with no repetitious matter. (4) Biography of a prominent collector. (5) At least ten pages! (6) Notes on the Covington & Oxford Street Railway Company and its tokens. Many more.

WATCH FOR A NEW DISTINCTIVE MASTHEAD FOR YOUR FARE BOX - COMING SOON

Due to circumstances beyond our control, the listing of corrections in prices for the National Check & Premium List shall be suspended indefinitely. This is unfortunate as many of the prices contained therein are obviously inadequate. Perhaps at a later date we shall be able to resume the listing.

The South Penna. Bus Co. tokens listed among this month's new issues were issued Sunday, March 20, 1947. The Southern Pennsylvania Bus Co. is a part of the Delaware Coach Co. system, and the tokens were issued for an increase in fare on that part of their lines. For the benefit of subscribers who wish to add this token to their collections, we wish to advise that they should NOT write to the company to obtain them. Mr. Ralph Winant, of 500 W. Summit Avenue, Elmhurst, Wilmington 131, Delaware, will furnish collectors with as many of these tokens as they wish at 10¢ each, plus postage.

Our old friend in Colorado, Edgar Levy, sends us the story of how he found his Fredericksburg, Virginia, toll bridge token. We quote from his letter: "It was while trading sales tax tokens with a collector in Kansas City, Mo. He wrote that he had an old token lying around somewhere which had been sent to him by his brother, then in the Marine Corps. He sent it to me and I thought nothing of it in particular, except that it was unlisted. After reporting it to Atwood, I wrote to the City Clerk of Fredericksburg, and asked about it and sent him money to purchase others. Imagine my surprise when he replied that after diligent search of the records and inquiry of citizens, he was unable to find out anything about it. That started me off, and I finally managed to get some information from the curator of the Masonic Museum there. But, he said it was a short-lived issue and nobody thought enough of them to want to save any and they disappeared. I have the letter filed away some place, but too lazy to look it up." (Ed. note: We hope Mr. Levy will excuse our quoting that last sentence!. We wish we had the space to quote more of his letters, as every word of them makes good reading.)

We are interested in obtaining other collectors' stories of how they obtained their most valued tokens. Back in 1946, one of your Editors remembers arguing with a Washington coin dealer over paying the exorbitant price of 15¢ for N.M. 40 A! It was finally purchased for 12½¢, after the purchaser almost walked out without buying the famous "First Street Line" token.

The Lehigh Valley Transit Company of Bethlehem, Pa., has announced that it will abandon all its trolley lines in Bethlehem, on a "gradual" basis. Thus another city obtains the questionable advantage of having no electric streetcars...the Chicago Railroad Fair, running from June 25 to October 2, will feature a Municipal Railway cable car, complete with turntable, 600 feet of track, and a gripman; the track will be installed along the shore of Lake Michigan, and visitors will be given free rides...A shipment of 10,000,000 fare tokens has been delivered to the Chicago Transit Authority: what they look like is still a mystery; they cost \$93,200, and weigh a total of 39,600 pounds!...The Pueblo Transit Company has purchased Pueblo's public transportation system from the Southern Colorado Power Co., for \$443,000. The system changed ownership March 10...The Fifth Avenue Coach Company in New York is petitioning for a 15¢ fare or two tokens for 25¢. The present rate is 11¢...Jamaica Busses, Inc., of Jamaica, N.Y., has been pleading with the City of New York to purchase their company for \$313,400. .

COLORADO TOKENS By Edgar Levy

Probably the most frequently mentioned tokens appearing on want lists are Colorado 280.B and 820.A. While they are not, in the strictest sense of the term, fare tokens, they are, by reason of their metallic content and the fact that they did procure passage, included in the National Check & Premium list. However, in the writer's opinion, they rightly belong in a collection of Railroadiana. That they are very scarce and difficult to obtain, we must all agree. Most of those still in existence are held in public collections. A scattered few are in private collections. While the publishers of the Check List furnish us with descriptions of the silver items, there were also gold ones and a few in huckskin. There were also some issued in the shape of watch fobs and brooches. Yet they all served for one purpose and that was complimentary passes to enable the recipients to ride on the trains of the Denver Rio Grande Southern R.R. and the Silverton R.R. The story of the man who had made and issued these beautiful passes to friends and associates reads like a Horatio Alger book, but due to the limitations of this publication, the telling of it will just hit the high spots. Otto Mears, whose picture hangs in the State Capitol Building in Denver, is rightfully called the "Pathfinder of the San Juan Valley." He was born in Russia and emigrated to the U.S. with his parents when a boy of 15. The family settled in San Francisco and at the start of the Civil War he enlisted in the 1st Californis Regiment. He served his adopted country for 3 years. The latter part of his army service he served under the command of Kit Carson during the campaign against the Navajo Indians. After his discharge, Mears took up residence in Santa Fe, N.M., as a clerk. Hearing tales of the Gold strikes in Colorado, he began to make plans to go there. In the year 1865, he had established himself in the flour and sawmill business and it was while seeking new markets for the products of his mills, that he built a series of toll roads. One road, from Saguache to what is now called Salida, proved to be very profitable and others were soon started. Then began his interest in railroads and before long he had built the Silverton R.R. The next step was the Denver Rio Grande R.R. Upon the completion of the latter road, he began to issue the famous tokens that bear his name and that of the railroads he built. He first issued the Silverton R.R. pass in 1889. In appearance it looks like a copy of the large sized business cards used during that period. It measures approximately 2½ by 4 inches. In 1892 he issued the Rio Grande Southern passes and they are the most beautiful items connected with any railroad or transportation company. Rumor or legend has it that the silver was mined in Durango and sent to a famous Silversmith of the time in Santa Fe, for fashioning. The Silverton pass bears the imprint of "Diamond Palace," evidently silversmiths of Denver. The Rio Grande pass bears the imprint "S. Spitz Santa Fe." The latter is entirely of Mexican Filagree work except for a small rectangular center upon which is die stamped the # and "Otto Mears, Prest." The recipient's name was then engraved on it. The gold pass is about the same as the silver one but has a more beautiful border around it. There were about six issued in gold. After considerable research it has been estimated that there were about 250 of the silver passes issued. The gold and silver passes were issued in a small case of Morocco leather with an accompanying card: "THIS PASS IS MADE OF COLORADO SILVER BY NATIVE WORKMEN." That they were greatly prized by their original owners is best testified to by the fact that just about a year ago one of them was offered the writer for \$1,000.00. They are beautiful and worth a place of honor in any collector's cabinet.

CHECK LIST OF SOLID 16mm TOKENS (unpunched errors never used)

By Roland C. Atwood

1. WM 16 Sd Portland Traction Co. PTCO
Good For One Fare (Portland, Ore.)
2. S 16 Sd Portland Traction Co. PTCO
Good For One Fare (Portland, Ore.)
3. WM 16 Sd Public Utilities Co. Evansville, Ind.
Good For One City Fare (Evansville, Ind.)
4. WM 16 Sd Ohio Valley Electric Ry. Co. OV
Good For One Fare OV (Huntington, W. Va.)
5. WM 16 Sd I. P. & L. Corp. Peoria, Ill.
Good For One Fare (Peoria, Ill.)
6. WM 16 Sd Omaha & Council Bluffs St. Ry. Co.
Good For One City Fare (Omaha, Nebr.)
7. WM 16 Sd Los Angeles Railway
Good For One Fare (Los Angeles, Cal.)
8. Z 16 Sd San Diego Elec. Ry. Co.
Good For One Full Fare (San Diego, Cal.)
9. WM 16 Sd Springfield Street Railway Co.
Good For One Fare (Springfield, Mass.)
10. WM 16 Sd H & M One Fare
(same as obverse) (New York, N.Y.)
11. B 16 Sd Pascagoula St. Ry. & Power Co.
Good For One Zone Ride (Pascagoula, Miss.)
12. WM 16 Sd Market St. Ry. Co. Samuel Kahn President
Good For One Fare San Francisco (San Francisco, Cal.)
13. Bz 16 Sd Public Service Coordinated Transport N.J. (CAR)
Good For One Fare Thos. N. McCarter Pres. (BUS) (Newark NJ)
14. WM 16 Sd Chicago Surface Lines CSL
Good For One Fare CSL (Chicago, Ill.)
15. WM 16 Sd United Ry. & Elec. Co. Baltimore 1
Good For One Fare (Baltimore, Md.)
16. WM 16 Sd Canton City Lines, Inc. CCLI
Good For One Fare CCLI (Canton, Ohio)
17. WM 16 Sd Detroit & Canada Tunnel Co.
Good For One Fare (Detroit, Mich.)
18. WM 16 Sd Durango Railway & Realty Co.
Good For One Fare (Durango, Colo.)
19. WM 16 Sd Indiana Service Corporation
Good For One City Fare (Fort Wayne, Ind.)
20. WM 16 Sd K. C. Rys. $\frac{1}{2}$ Fare
(same as obverse) (Kansas City, Mo.)
21. B 16 Sd K. C. Rys. Co. Full Fare
J. A. Harder Treasurer (Kansas City, Mo.)
22. WM 16 Sd Kansas City Public Service Co. KC
J. A. Harder Treas. Full Fare KC (Kansas City, Mo.)
23. WM 16 Sd The Lima City Street Railway Co.
Good For One Fare (Lima, Ohio)
24. WM 16 Sd Minneapolis S. Ry. Co. M
Good For One Fare M E. O. Crosby (Minneapolis, Minn.)
25. B 16 Sd C R & L Lines C R L Co
Good For One Fare C R L Co (New Britain, Conn.)
26. WM 16 Sd Capital Transit Co.
One Fare In The Dist. of Col. 3 (Washington, D.C.)

WANTED: ALL VARIETIES OF ERRORS, FREAKS, PATTERNS, MANUFACTURER'S SAMPLES, ETC, - J. M. Coffee, Jr. - P.O. Box 334 - New Haven, Connecticut

NEW ISSUES

Mobile, Alabama (R. Koller)
 WM 23 Bar Mobile City Lines, Inc. (BUS)
 Good For One Fare (BUS)
 Pueblo, Colorado (E. Levy)
 B 23 Bar Pueblo Transit Company (BUS)
 Good For One Half Fare (BUS)
 B 16 Bar Pueblo Transit Company (BUS)
 Good For One Fare (BUS)
 Savannah, Georgia (C. Cook)
 B 16 S Savannah Transit Co.
 Good For One Zone Fare
 Aurora, Illinois (C. Cook)
 WM 23 Bar Aurora City Lines, Inc. (BUS)
 Good For One Fare (BUS)
 Joliet, Illinois (J. Coffee)
 S 23 Sd Joliet City Lines, Inc. M
 Good For One 12½ Cent Fare M (bronze plated)
 Lawrence, Kansas (C. Cook)
 Bz 16 Sd The Rapid Transit Co. Good For One Fare KU (JAYHAWK)
 Kansas University 85th Year Lawrence, Kansas KU (JAYHAWK)
 Springfield, Massachusetts (W. Black)
 WM 16 Ball Springfield Street Railway Co. SSR
 Good For One Zone Fare SSR
 International Falls, Minnesota (K. Snyder)
 Bz 16 Bar Falls Transit Co. (BUS)
 Good For One Fare (BUS)
 St. Paul, Minnesota (K. Snyder)
 B 22 Sd Central Lutheran School Bus
 Good For 1 Ride (2 varieties: large & small letters)
 Springfield, Missouri (C. Cook)
 WM 23 Bar City Utilities of Springfield, Mo. (BUS)
 Good For One Fare (BUS)
 Billings, Montana (R. Koller)
 WM 16 B Midland Empire Billings
 Good For One Fare
 Springfield, Ohio (K. Snyder)
 Bz 16 S Springfield City Lines, Inc. Ohio
 Good For One Fare
 Chester, Pennsylvania (D. Johns)
 Bz 16 C South. Penna. Bus Co.
 Good For One Fare
 Newport, R.I. (R. Koller)
 S 16 2tr-sc The Short Line, Inc. Newport R.I.
 Good For One Fare (copper plated)
 B 16 2tr-sc The Short Line, Inc. Newport R.I.
 Good For One Fare (copper plated)
 Knoxville, Tennessee (R. Koller)
 B 19 K Knoxville Transit Lines 1944
 Good For One Fare
 Memphis, Tennessee (F. Greene)
 Bz 16 M Memphis Street Railway Co.
 Good For One Fare

MAVERICK NO. 45 LOCATED BY K.W. SNYDER:

North Field, Minnesota
 B 20 Sd St. Olaf Bus D. Tille
 One Fare 10 Cents

(Mr. Snyder reports that this token has been obsolete since the company went out of business fourteen years ago.)

NEW DISCOVERIES

Vicksburg, Mississippi (R. Koller)
WM 23 V Mississippi Power & Light Co.
Good For One Child's Fare

Allentown, Pennsylvania (R. Frisbee)
Vi 22 Sd Allentown Traction Company
One Fare

Johnstown, Pennsylvania (J. Coffee)
B 21 Ch Johnstown Traction Company One Fare
(same as obverse)

Pittsburgh, Pennsylvania (J. Coffee)
Ci 23 Ch Central Pass Railway
Wylie and Centre Ave.

VARIETIES REPORTED

Louisville, Kentucky (J. Coffee)
KY 510 AH: (1) small letters, no milling. (2) large letters, milling.
(3) same as #2 but small dots in design on reverse instead
of large.
KY 510 AM: (1) obverse decoration 5½mm. in length. (2) obverse dec-
oration 7mm; small letters. (3) same as #2, large letters.

Dayton, Ohio (C. Cook)
O 230 K: (1) small letters; 2 dots on reverse. (2) large letters,
no dots on reverse.

Jamestown, N.D. (K. Snyder)
ND 440 A: (1) thick. (2) medium. (3) thin.

Ashland, Wisconsin (R. Frisbee)
WIS 40 E: (1) "P" in regular position. (2) "P" raised in relation to
rest of word "Company."

Washington, D.C. (J. Coffee)
DC 500 I: (1) Dot between "motor" and "line". (2) No dot.
DC 500 K: (1) large letters; square type "&". (2) small letters;
round type "&".

In all cases of new varieties being reported, the Editors must see
either the tokens themselves or rubbings, in order to have such var-
ieties reported and listed in The Fare Box.

NOTES ON SAFEWAY CAB CO. TOKENS OF WICHITA, KANSAS (KANS 970 B):

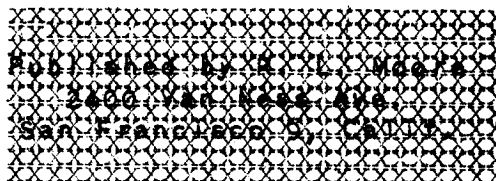
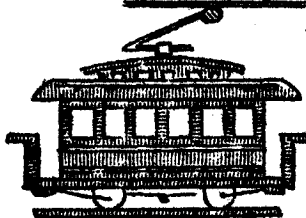
This firm existed during the depression years in the 1930's and was
a sort of association of individual cab owners. It has been out of
business for several years and the assets were not taken over by any
company now in business. The best information available indicates the
tokens were used between 1930 and 1936.

WANTED: ONE COPY OF SEPTEMBER, 1947, FARE BOX. - J. M. Coffee, Jr.
MANUFACTURER'S SAMPLES

Wanted—any manufacturer's samples I need. Fair price paid for these
otherwise worthless items. Need almost all that have ever been made.
I have available for trade a very few sets of the rare W. M. & A.
fibre items—15¢ grey, and 20¢ maroon. Prices, 50¢ and 75¢ respective-
ly, trade only. Write soon to insure getting your set. Several other
nice tokens on hand. D. M. Peebles, Jr. P. O. Box 1227 Wash. 13, DC.

THE FARE BOX

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for Collectors of
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PUBLISHED BY THE AMERICAN VECTURIST ASSOCIATION

Editors
D. M. Peebles, Jr.
J. M. Coffee, Jr.

Publication address
P. O. Box 4835
Washington 8, D. C.

VOL. 3

MAY, 1949

NO. 5

MECHANICAL DIFFICULTIES DELAY FARE BOX.

The break-down of a major mechanical part of our equipment put production at a standstill for some time, and finally by abandonment of same, the May Fare Box reaches you printed in a much easier reading form. Improper inking caused out delay.

NEW FARE BOX HEADING COMPLETE.

Many thanks to Mr. K. W. Snyder of Minneapolis for the photo sent us showing an old horse car in operation in Eau Claire, Wisconsin. We have had this photo retouched, and an engraving has been made of same. As soon as possible, the Fare Box will appear with this striking new masthead.

CAPITAL TRANSIT ABANDONS LARGEST SINGLE TROLLEY LINE.

On April 24, 1949, Capital Transit Company, of Washington, D. C. substituted busses for street cars on the Route 10-12 line, which had the distinction of running from Virginia, through the D. C., and into Maryland. One hundred and twenty three busses will take the place of the street cars.

NOTICE

The June issue, six pages or more, is near completion. This copy will reach you within a week. A mechanical breakdown, among other things, has caused this publication delay. We appreciate the patience shown by most collectors. We assure you that this will not happen again.

The Editors.

ROSTER

A. V. A. MEMBERS

May 1, 1949

1 Roland C. Atwood	P. O. Box 621	Hollywood, Cal.
2 R. L. Moore	824 14th Street	San Francisco, Cal.
3 Max M. Schwartz	134 W. 58th Street	New York 19, N. Y.
4 Felton W. Smith	128 Redfield Place	Syracuse 10, N. Y.
5 Robert B. McKee	P. O. Box 587	Buffalo 5, N. Y.
6 William L. Black	1409 Evans Street	McKeesport, Pa.
7 Corinne Black	1409 Evans Street	McKeesport, Pa.
8 Marvin L. Landsman	1475 Grand Concourse, H. Bldg.	Bronx 52, N. Y.
9 Ione E. Kibbe	497 Fern Street	West Hartford, Conn.
10 Floyd N. Hammond	11 Prospect Street	W. Springfield, Mass.
11 Elmore F. Lumis	437 Shelton Street	Bridgeport 8, Conn.
12 Thomas F. Williamson	312 Lexington Avenue	Syracuse 10, N. Y.
13 D. M. Peebles, Jr.	P. O. Box 1227	Washington 13, D. C.
14 J. M. Coffee, Jr.	P. O. Box 334	New Haven, Conn.
15 Edgar Levy	1413 Mesa Avenue	Colorado Spgs., Colo.
16 Walter W. Underwood	2517 O Street	Sacramento 16, Cal.
17 Michael Super	105 South Pine Street	Hazleton, Pa.
18 Paul Super	105 South Pine Street	Hazleton, Pa.
19 Ralph W. Winant	500 West Summit Avenue	Wilmington 131, Del.
20 R. K. Frisbee	237 South Kalamath St.	Denver 9, Colo.
21 Chas. M. Hamilton	351 South Broadway	Denver 11, Colo.
22 Ralph T. Koller	1135 Bedford Ave. S. W.	Canton 6, Ohio
23 Albert T. Cartmell	2647 East 8th Street	Kansas City 1, Mo.
24 William C. Gallagher	U.S.S. General W. A. Mann, c/o P.F.O., San Francisco	A.P. 112,
25 Albert P. Webster	2825 Worthington St.	Houston 10, Texas
26 Charles W. Houser	734 St. John Street	Allentown, Pa.
27 Kenneth E. Smith	P. O. Box 888	Big Springs, Texas
28 Felix M. Church	700 Seward Avenue	Detroit, Mich.
29 Paul Fouts	609 Peoples Bank Bldg.	Seattle, Wash.
30 August J. Nilson	326 West 7th Street	Seattle 7, Wash.
31 W. S. Lydecker	5600 Everhurst Road	Baltimore 9, Md.
32 Howard W. Reeve	200 Evergreen Avenue	Woodlynne, N. J.
33 John J. McGowan	37 Elm Street	Ansonia, Conn.
34 Paul Targonsky	46 Norwood Street	Meriden, Conn.
35 Frank C. Greene	900 E. 9th Street	Kansas City 6, Mo.

LIST TO BE CONCLUDED IN NEXT ISSUE

Mr. Eroy L. Kimmons, of Austin Texas, recently joined the select group of collectors who have 3000 or more tokens in their collections.

INTERURBAN WRECK

Until 1933, the town of Rockville, Md. was linked with the Washington, D. C. area by the interurban cars of the old Washington Railway and Electric Company. The line extended from M Street in old Georgetown, via Wisconsin Avenue about four miles to the District Line, and thence via private right-of-way through Edgemoor, Bethesda, Alta Vista, and Woodmont to Rockville. There were two reasons for the stoppage of rail service on this line. First, there was a plan pending whereby W. R. & E. and Capital Traction would combine, giving the new company a new supply of motor busses. But more important was the fact that the right-of-way was practically ruined by a terrific trolley wreck, that I shall try to describe.

Like most interurban lines, the main portion of track was single, with a double track meeting point every mile or so. There was a hand operated signal-light, which motorman would turn on and off upon entering and leaving the single track. On one particular night in the winter of '33, there was a driving snow storm, and as could be expected, the trolley cars were quite a bit late. A motorman had pulled into the double track meeting place north of Bethesda, and, according to operating rules, was not to enter the single track on a red light. After waiting an hour and a half for a car to clear the single track, this operator decided that the light was left on by the car ahead, and proceeded into the single track, even though snow was falling so hard it was unable to see over thirty feet ahead. Things were fine, at least for several minutes. Then this motorman suddenly saw a car coming full speed down the track. He quickly opened the door, and leaped out into the snow. As you can imagine, there was a violent head-on crash, and the two wooden-frame cars were vertically a mass of splinters as a result. The amazing thing was that the driver of the other car lived through this wreck. He stayed at the controls, in a vain effort to stop his car. He lost both legs, and was in the hospital for over two years. The driver who ran the red light, and then jumped off his car was never again heard of.

Service was suspended on the Alta Vista-Rockville segment at this time, and soon thereafter, busses started operation to Rockville. Capital Transit operates busses in this area now, but the Rockville-Washington run is handled by Montgomery Bus Lines, Inc., which C.T. actually owns.

(As told to D. M. Peebles, Jr. by
a Capital Transit motorman, who
worked at that time on this run.)

NOTES ON LANCASTER, OHIO, CELLULOID TOKENS: The red tokens were used from 1896 to 1937; they sold for 3¢ for 1¢ until 1924, when the rate was increased to 25 for \$1. The yellow tokens sold 6 for 25¢. The brown tokens were used by employees only and not available to the public.

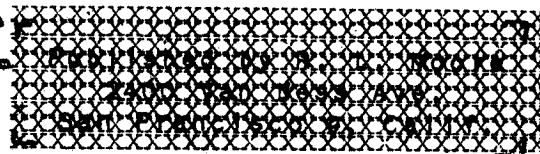
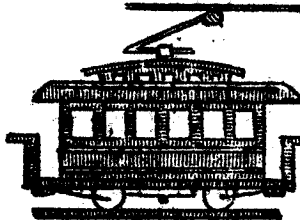
NOTES ON JACOBS CREEK, PA., TOKENS (PA 480 A, B): The foot bridge referred to on the tokens was 127 feet long (suspension). It was built in 1926 and destroyed by a flood in 1940. Five hundred of each size of token were originally ordered from the manufacturer.

MICH 680 A and B became obsolete in 1928; K, L, M, N became obsolete in August, 1943...The Rio Grande Gateway Bridge Company tokens of Brownsville, Texas, are now obsolete...The Summers Bus Lines of Birmingham, Ala., were bought out by Crescent Transit, Inc. An official of the latter company insists that the Summers Line never used fare tokens...The Shore Line Electric Railway of Norwich, Conn., went out of operation about 1925, hence their tokens must be over 24 years old...the Oshkosh, Wisc., City Lines "have discontinued the practice of sending out tokens"...for the most distinctive stationery we've seen, we congratulate Whitfield of Albuquerque; for the most diversified, the orchids go to Mr. Atwood of Hollywood...The bronze Orange Street token listed among the new issues in February, has been in use for quite a while, and might more appropriately be called "red brass"...Illinois 10 A and C were destroyed in quantity by the Citizens Coach Company; few escaped...Tokens of the Washington Rapid Transit Co. of Washington were melted into scrap during the war, by the tens of thousands; thus they aren't any too plentiful now...FLA 380 M, N, O, have been obsolete for quite a while...The token listed as KY 10 A is not from Ashland; it is from Paducah, reports Frank Greene of Kansas City; the "A" in the center stands for "adult" and not for "Ashland"...all tokens still on hand during the war in Shreveport, La., were melted down into scrap by the company...KY 680 B, C, D, were lost in quantity during the flood of 1937 when the company office was swamped...all school tokens of Manchester, N.H., except the bronze one, have been destroyed by the company; hence the bronze one is the only current school token there...Florida Associates, Inc., have been taken over by Cities Transit...Ten thousand of the bronze Hanover & McSherryton (Pennsylvania) token were ordered from the manufacturer in 1932 when the company commenced operation. These were used till the War, when 1,000 of the steel were ordered. Since the war the brass tokens have been in use almost exclusively, and only an occasional bronze or steel token is seen there...the S 16 A A & Y Transit tokens listed as York, Pa., and obsolete, are currently in use in Hanover, Pa.

NOTES ON CENTRAL LUTHERAN SCHOOL BUS TOKENS REPORTED IN THIS ISSUE: These tokens were first used in September, 1947, when the school operated only one bus. The school has an enrollment of 294 pupils. There were two orders for tokens from the manufacturer: 1,000 the first order (large size letters); and 500 the second order (small letters). WE WISH TO CAUTION COLLECTORS NOT TO WRITE THE SCHOOL FOR THESE TOKENS, AS THEY HAVE INFORMED US THAT THEY DO NOT CARE TO SELL ANY OF THEM TO COLLECTORS. ALL ON HAND ARE NEEDED BY THE SCHOOL.

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VOLUME 3

JUNE, 1949

NUMBER 6

A.V.A. HOLDS SUCCESSFUL MEETING IN SYRACUSE JUNE 4-5

The second quarterly convention of the American Vecturist Assn. was held in Syracuse, N.Y. The meeting was attended by seven members, including all officers of the association. Many matters of great importance to the association were discussed, and some action was taken thereon. It was agreed to hold the next meeting, in accordance with requests of many members, in Detroit, Michigan, August 6 and 7. The members will convene about Noon, and the meeting will get under way at 3:00 p.m. Further details as to the exact place of meeting, etc., will be given in the July Fare Box.

In accordance with Article IV, Section 3, of the Constitution of the A.V.A., President Max M. Schwartz has announced the appointment of the Nominations Committee. This committee will consist of Felix M. Church, of Detroit, as Chairman; Corinne Black, of McKeesport; Basil Brandon, of San Francisco; C. Jefferson of Seattle; and Quincy Laflin of St. Paul. This committee will render its report of nominations to the August meeting; thereafter nominations may be made from the floor. Final voting for the nominees will take place at the last meeting of the year. Collectors desiring further information should contact one of the officers of the A.V.A.

AN OPEN LETTER TO OUR SUBSCRIBERS

Undoubtedly you have been disturbed by the tardiness of the April and May issues. Undoubtedly you have been disappointed in the quality of these two issues, too. I shall not dwell on the reasons for the belated arrival of the April and May issues. Suffice it to say that such a delay will never happen again, and henceforth every issue will be mailed before the tenth of its respective month, by first class mail, with commemorative stamps when they are available. We have had mechanical difficulties beyond description, as is evidenced by the poor quality of the workmanship in the March, April, and part of the May, issues. These were run off on our own machine, which is primitive at best. Certain important parts of this machine were found to be missing, and despite all our efforts we have been unable to cause it to ink prop-

LETTER TO SUBSCRIBERS (continued)

erly. Therefore all future issues will be prepared by a mimeograph service which will do them properly and neatly.

I wish to thank all our readers for the remarkable patience they have shown.

The new issue situation is deplorable. There have been quite a large number of new issues as is evidenced by the fare changes given on another page. Very few of these have been reported to us, however, so we are listing the few we do have below. We strongly urge all collectors to report these as soon as they are able, as one of the most important duties of this publication--if not its most important--is the reporting of new issues, discoveries, and varieties. Kindly send ALL communications relating to the Fare Box to its own address, and not to the private address of one of the Editors. Address such correspondence to "The Fare Box," so either of us may open it, thus expediting the handling of mail.

NEW ISSUES

Decatur, Alabama (M. Schwartz)
Bz 23 Ch Decatur City Lines, Alabama
Good For One School Fare (13mm. hole)
Lewiston, Idaho (M. Schwartz)
WM 21 St-sc Twin City Transportation Co.
Good For One Fare
Centralia, Illinois (M. Schwartz)
WM 23 Bar Intercity Transit Corp. Centralia (BUS)
Good For One Fare (BUS)
Washington, Ind. (M. Schwartz)
B 16 Sd City Service Co. W
Good For One Fare W
Mason City, Ia. (M. Schwartz)
B 23 M Mason City Motor Coach Co. Inc.,
Good For One Fare (silver-plated)
Saginaw, Mich. (M. Schwartz)
Bz 16 Ch Northern Michigan Utilities Co. U
Good For One Fare Saginaw U
Rockingham, N.C. (M. Schwartz)
Bz 23 R Rockingham Suburban Bus Line
Good For One 15¢ Ride
Philadelphia, Pa. (C. Houser)
B 20 Sd Philadelphia PTC
Good For One Cash Fare PTC
Gaffney, S.C. (M. Schwartz)
Bz 16 Bar Rapid Transit Company Gaffney, S.C. (BUS)
Zone One (BUS)
Chattanooga, Tenn. (M. Schwartz)
Bz 23 C Southern Coach Lines, Inc.
Good For One School Fare
La Crosse, Wisc. (K. Snyder)
Bz 20 Ball La Crosse Transit Co. L.C.
Good For One School Fare L.C.

REMEMBER - THE SIZE OF THE FARE BOX DEPENDS ON YOUR CONTRIBUTIONS!!
NOTE TO MY CORRESPONDENTS - I shall answer all letters within the next few days. My apologies for the delay. (NOTE NEW ADDRESS)- J.M. Coffee
3133 Connecticut Avenue, N.W. - Washington 8, D.C. (until July 1)

THE AMERICAN VECTURIST ASSOCIATION

(Membership applications are available from the Secretary, Miss Ione E. Kibbe, 497 Fern Street, West Hartford 7, Connecticut.)

ROSTER OF MEMBERS (Continued from May issue)

36. Jan Seena Anderson	1895 Indianapolis Ave.	Riverside, Calif.
37. Basil Brandon	327 26th Avenue	San Francisco 21, Cal.
38. Floyd D. Barnett	3719 Pillsbury Ave.	Minneapolis, Minn.
39. Tom Lamberson	1400 West Main Street	Richmond, Ind.
40. Chas. R. Lamb	Route 1, Box 39	Long Beach, Wash.
41. Richard H. Burns	3865 Brunswick Ave.	Los Angeles 26, Cal.
42. M. O. Carmichael	1004 Main Street	Klamath Falls, Ore.
43. C. H. Watt	375 Court Street	San Bernardino, Cal.
44. Hal J. Daggett	1204 Cornwall Ave.	Bellingham, Wash.
45. Cecil F. Meyer	150 East 175th St.	Seattle 55, Wash.
46. Harry C. Bartley	7012 Ohio River Blvd.	Pittsburgh 2, Pa.
47. Eroy L. Kimmons	521 East Live Oak St.	Austin 22, Tex.
48. Julius A. Kurtz	928 13th Avenue South	Minneapolis 4, Minn.
49. Quincy A. Laflin	1145 Argyle Street	St. Paul 3, Minn.
50. Daniel DiMichael	427 Coates Street	Coatesville, Pa.
51. Franklin P. Snyder	1060 South Broadway	Los Angeles 15, Cal.
52. C. G. Jefferson	8945 Wallingford Ave.	Seattle 3, Wash.
53. Paul H. Ginther	-	New Holland, Ill.
54. C. G. Ficklin	283 Isabel Street	Los Angeles 31, Cal.
55. K. W. Snyder	712 East 14th Street	Minneapolis 4, Minn.
56. Dal C. Andrews	Box 69, Mill Road	Absecon, N.J.
57. B. H. Baake, Jr.	2922 Chenoak Ave.	Baltimore 14, Md.
58. Loren Bartlett	1509 North 44th St.	Seattle 3, Wash.
59. Ivan B. Cline	207 Edgar Street	Evansville 8, Ind.
60. C. G. Brisee, Jr.	- Union University, Albany Medical College, Dept. of Physiology & Pharmacology - Albany 3, N.Y.	
61. John Metz	1033 Seminary Ave.	St. Paul 5, Minn.
62. Ralph Freiberg	4142 26th Street	San Francisco 14, Cal.
63. Mrs. M. T. Smith	415 Laverne Ave.	Mill Valley, Cal.
64. Carolyn Wilhoyte	2641 N.W. 26th St.	Oklahoma City 7, Okla.
65. J. M. Mackie, Jr.	1315 N. Franklin St.	Pittsburgh 12, Pa.
66. Ed. C. Rudolph	507 North 84th Street	Seattle 3, Wash.
67. D. B. Johns	1111 Boyleston Ave.	Seattle 1, Wash.
68. W. A. Whitfield	110 California St.	Albuquerque, N.M.
69. Dr. M. W. Emrick	1426 Market St.	Harrisburg, Pa.
70. Howard C. Laible	1018 West 49th Street	Los Angeles 37, Cal.
71. B. T. Barraclough	3635 Nicollet Ave.	Minneapolis 8, Minn.
72. M. B. McRobie	1073 Pitkin Ave.	Akron 10, Ohio
73. Dr. B. H. Sherrard	Rock Island Bank Bldg.	Rock Island, Ill.
74. W. G. Robertson	3400 Grantley Road	Baltimore 15, Md.
75. Oren R. Hendrix	4264 Lockwood Ave.	Los Angeles 27, Cal.
76. Mrs. M. M. Brown	10844 Garfield Ave.	Culver City, Cal.
77. Floyd L. Johnson	964 Whittier Street	Spencerport, N.Y.
78. A. D. Jordan, Jr.	1208 Worth Ave., N.E.	Atlanta, Ga.
79. Thomas B. Sprague	120 North Liberty St.	Baltimore 1, Md.
80. Wadsworth G. Fyler	P.O. Box 38	West Simsbury, Conn.
81. Arnold Cohn	84 Johnston Avenue	Kingston, N.Y.

(This list, along with that published in the May issue, constitutes the membership of the A.V.A. as of June 5, 1949. The first thirty-three members are charter members.)

EVANSVILLE, INDIANA, HORSECARS by Ivan B. Cline

In 1867, the people of Evansville decided that the place had taken on enough airs to begin the construction of a streetcar line and the officials immediately corresponded with capitalists (SIC!) in the East who had made a business of things of this kind with a view of inducing them to locate a line here. Several of our local capitalists were inclined to go in with them but four citizens took all the stock and it was but a short time until Main Street, which was then entirely unimproved, was all torn up and rails were being put down. Up to that time Main Street was of course the popular street of travel and it was decided that the one route which would at once commence to do a land office business, out to extend from the top of the levee to the E. & T. H. depot at 8th and Main. This, they decided, would do away with omnibus, hacks, etc., and the traveler coming from the South and wishing to go north, and, vice versa, his brother coming down from Chicago going to the South, would find a speedy means of transit and at the time this Main Street track was laid there was little or no talk about a line in any other part of the city. This work was done very speedily and it was soon announced in the papers that on a certain afternoon the street cars would begin running, (and for some reason while the people of the East spoke of these early cars as "horsecars" we only knew them as "streetcars" in Evansville). Promptly on time the car was loaded at the top of the levee and the one horse was attached to it and started to pull it but was unable to do so, so the crowd disembarked and very genially pushed it up to First and Main, when they went on their way rejoicing. It was found soon afterwards that this one block from Water to First could well be left out and the track was torn up and it is a fact that for a great many years and not until the lines were run into the hills below the city, this was the only real grade in the entire city of Evansville. And where is there another city of this size of which the same could be said? Cars that are now going by the name of Dinky cars, a few of which still remain in possession of the company as mementoes, were well patronized and while our people were used to exercise and cared very little for such a small thing as a walk of 8 blocks, they patronized the cars for the novelty of the thing. For a long time the single horse was used in the cars, when it was decided that mules were better propositions than horses, as they were sturdy little fellows and could stop and start without pulling themselves all to pieces as a horse did. About the next move was to get up a cross city line and as Cook's Park was then the chief attraction in the suburbs, it was decided to run the line to that point and as there was a lot of cheap ground across from the park, it was utilized for the streetcar stables. About this time Mr. C. R. Bement was the chief holder of the stock and I think eventually controlled the most of it. This first line to Cook's Park ran along a raised road on the side of which was a huge gully and near Fulton Avenue on the right hand side going out was another. In fact, that whole portion of town was cut up by huge gullies which had been made by the overflow of water coming into Pigeon Creek so that if an old pioneer could see that country today, he would hardly recognize it. Shortly after this there was a demand for car lines in all directions and one of the next to be built was a line to Oak Hill Cemetery. The stockholders controlled a lot of capital, and thus Evansville was one of the first to switch to electricity. The first electric car ran September 15, 1892.

The rate of fare on these cars was 5¢ or six tokens (IND 280 A) for 25¢. The fare was 7¢ or 4 for 25¢ after 1892's improvements.

THE COVINGTON & OXFORD STREET RAILROAD CO.

The single variety of transportation token issued and used by this company in Covington, Georgia, is one of the rarest tokens in existence. It is listed on every one of the twenty-eight want lists in my possession (including Atwood's). I would be interested in discovering just who the fortunate possessor of this token is. Its valuation in the Check List is nominal; most active collectors would gladly pay double that figure for the token.

Back in 1888, a group of business men in Covington got together and founded the Covington & Oxford St. R.R. Co., issuing one hundred shares of stock at \$100 per share. At this time, 2,500 metal tokens were purchased to be sold at the rate of six for 25¢. The rolling stock of the company consisted of six horsecars which were used to haul mail, express, and freight, as well as passengers. The regular fare was 5¢ or a token from Covington to the Georgia Depot, and another 5¢ or token from there to Oxford. The company disbanded in 1918, having paid its owners a return of 15 to 20% on their investment.

Mr. K. W. Snyder of Minneapolis, one of our most active contributors, sends us a clipping announcing the end of bus service in New Ulm, Minnesota. Theodore Arndt, owner-operator of the two-bus firm, is quitting the business for good. Mr. Arndt stated that there is not enough business in New Ulm to make the line profitable. Thus another token becomes obsolete.

Sunday, June 5, 1949, marks the end of the 10¢ straight fare in Seattle. The new rate is 12¢ cash or three tokens for 35¢. The 10¢ straight cash fare had been in use since June 22, 1947...As of June 3, the Louisville Railway Co. and the Youngstown Municipal Railway Co. were not in operation due to strikes...Monday, September 12, 1949, will be "Transit Progress Day"...Connecticut Co. tokens were no longer accepted for redemption after May 31...The fare on the Orange Street Bus Line of New Haven, Conn.; was increased from 6¢ to 8¢, and tokens from 9 for 50¢ to 2 for 15¢. Same tokens still used...The Dallas Ry. & Term. Co. received a total defeat at the hands of the City Council--not a single increase was granted...Despite a recent boost to 10¢ straight, the Fort Collins (Colo.) Municipal Railway lost money in March. The company is a single crosstown line consisting of four single-truck cars...Seattle is installing new lock-type fare boxes--now the driver never handles the fares...The Tacoma (Wash.) Transit Co. wants a 13¢ or 3 for 35¢ fare instead of present dime; if this is not granted, the City may take over the company...Back in April, Lancaster (Ohio) Transit Inc. was granted a fare increase from 5¢ cash to 10¢ cash with a new token installed at 3 for 25¢--no one has reported its description to us, though...When the Alabama Power Company of Tuscaloosa sold out, all tokens on hand were destroyed...Don't send any money to Keokuk, Iowa--it'll be returned in about six months with a form letter stating they have more important things to do than bother with us collectors...ARIZ 80 C, the white metal student token, is now obsolete and not available at the company...An interesting group of scarce tokens are those from Lewiston, Idaho. All from there are obsolete except the last three...All tokens from Warren, Ohio, are obsolete except G and I.

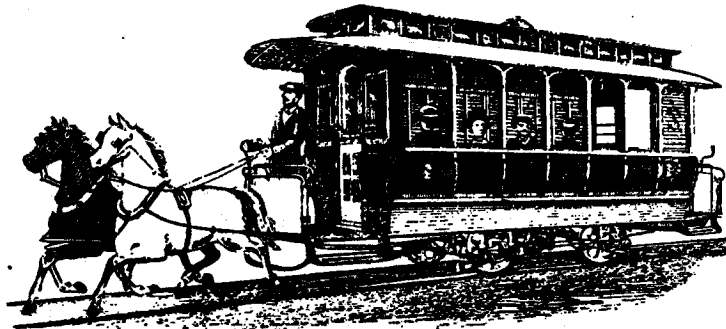
IMPORTANT FARE CHANGES

- January 1, 1949: City Utilities of Springfield, Mo., from 5¢ to 10¢ cash, with a 3 for 25¢ token installed.
- January 17, 1949: Columbus Transp. Co., Columbus, Ga., adult tokens from 4 for 25¢ to 2 for 15¢. School fares from 5 for 25¢ to 2 for 15¢.
- January 10, 1949: Knoxville Transit Lines, Knoxville, Tenn., tokens now sell 4 for 30¢ instead of 2 for 15¢ as previously.
- February 27, 1949: Yonkers Bus, Inc., Yonkers, N.Y., eliminated the 2 for 15¢ adult tokens; installed a 2 for 15¢ rate for children; and raised the fare for high school students from 5¢ to 2 for 15¢.
- March 1, 1949: Cincinnati St. Ry. Co., Cincinnati, O., cash fare from 12¢ to 13¢; token rate from 10 for \$1.20 to 6 for 75¢ or 10 for \$1.25.
- March 1, 1949: Blue Ribbon Lines, Ashland, Ky., the 5 for 35¢ token has been abolished.
- March 10, 1949: Indiana Railroad, Muncie, Ind., token rate increased from 7 for 50¢ to 5 for 45¢.
- March 21, 1949: Georgia Power Co., Atlanta, Ga., token rate increased from 3 for 25¢ to 11 for \$1.
- March 24, 1949: City Lines of W. Va., Clarksburg, W. Va., token rate increased from 5 for 35¢ to 3 for 25¢.
- March 27, 1949: Cayuga Omnibus Corp., Auburn, N.Y., token rate increased from 8 for 50¢ to 5 for 40¢.
- March, 1949: (exact date undetermined) Cooke Street Line, Inc., Waterbury, Conn., token rate of 3 for 25¢ abolished. Rate now 10¢ straight with no tokens. School token rate increased; effective in September, from 25 for \$1 to 20 for \$1.
- April 1, 1949: Connecticut Company, of Hartford, Meriden, Middletown, New Haven, New London, West Hartford, and West Haven, Connecticut - token rate of 3 for 25¢ abolished. Fare now 10¢ straight with no tokens. School tickets increased from 20 for 85¢ to 20 for \$1.
- April 1, 1949: Connecticut Railway & Lighting Co. (C. R. & L) of Bridgeport, New Britain, Norwalk, and Waterbury, Connecticut - token rate of 3 for 25¢ abolished. Fare now 10¢ straight with no tokens. School tickets increased from 20 for 85¢ to 20 for \$1.
- March 14, 1949: Elmira Motor Coach Corp. (formerly N.Y. State Elec. & Gas Corp.), Elmira, N.Y., token rate increased from 4 for 25¢ to 5 for 40¢.
- March 20, 1949: Southern Pennsylvania Bus Co., Chester, Pa., token rate increased from 4 for 30¢ to 4 for 35¢.
- March 1, 1949: Lewiston-Auburn Transit Co., Lewiston, Me., adult fare increased from 5¢ to 10¢ with a new token installed at 4 for 25¢.
- March, 1949: (date undetermined) Salt Lake City Lines, Salt Lake City, Utah, school fare of 4 for 15¢ tokens abolished. Fare now 5¢ straight.
- May 2, 1949: United Electric Railways Co., of Providence, Central Falls, Cranston, East Providence, Pawtucket, Warwick, and Woonsocket, Rhode Island - Cash fare increased from 8¢ to 10¢; 5 for 35¢ tokens eliminated.
- May 14, 1949: Philadelphia Transp. Co., Philadelphia, Pa., fare on rail, trolley coach, and lines substituted for rail lines, increased from 10¢ cash to 13¢ cash, with 3 for 35¢ tokens installed. The 2 for 25¢ token used on bus lines other than rail-substitute lines has been abolished.
- May 20, 1949: Virginia Transit Co., Richmond, Va., token rate increased from 6 for 50¢ to 6 for 55¢.
- May 22, 1949: Portland Traction Co., Portland, Ore., cash fare increased from 10¢ to 12¢; 9 for \$1 tokens installed.
- May 29, 1949: Potomac Edison Co., Hagerstown, Md., cash fare increased from 8¢ to 10¢; 10 for 50¢ school tokens installed instead of tickets.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



Editors
J. M. Coffee, Jr.
D. M. Peebles, Jr.

Publication Address
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Washington 8, D. C.

VOLUME 3

JULY, 1949

NUMBER 7

DETROIT, MICH., SCENE OF THIRD QUARTERLY AVA CONVENTION

The following splendid arrangements have been made by Mr. Church for the meeting to be held in Detroit, Michigan, August 6 and 7, 1949. The meeting will be held at the Abington Hotel, 700 Seward Avenue, Detroit 2, Michigan, starting with a lunch about Noon on the sixth and continuing in session until the afternoon or evening of the seventh. Tables will be provided for swapping and for displays. The topic for display at this meeting will be "Hard Rubber and Vulcanite" fare tokens, and members who expect to be present are requested to bring their specimens for exhibition, study, and discussion. Accomodations can be secured by writing Mr. Church in sufficient time for him to make the necessary reservations. The rate is \$3.50 for single and \$7.00 for a double room with twin beds. The program will allow sufficient time for out of town visitors to go sightseeing if they so desire.

Why not plan your vacation for yourself and family so as to take in this meeting and thereby give yourself the pleasure of meeting your fellow vecturists and adding to your collection and knowledge. This will be the last opportunity of publicizing this meeting. For further details and reservations, please write to Mr. Felix M. Church, 700 Seward Avenue, Detroit 2, Michigan.

The A.V.A. is prepared to conduct auctions at their quarterly meetings, providing appropriate material is received in time. Members desiring to dispose of parts of or the whole of their collections should send such material to the President, Max M. Schwartz, 134 West 58th Street, New York 19, N.Y., by parcel post fully insured. Material will be lotted in a suitable manner and published by lots in The Fare Box. All members and subscribers will be afforded an opportunity of bidding by mail, such bids to be opened at the meeting, in the presence of those attending. All tokens listed in Atwood's at \$1.00 or more will be separately lotted. No "buy" bids will be accepted. All material is to be submitted without "reserve," but the consignor may become the purchaser. The purchaser will pay the postage and insurance besides the amount of his purchase.

OUR SECOND ANNIVERSARY EDITION'S NEW MASTHEAD

The horsecar you see in the new masthead was taken from one portrayed on a stock certificate issued in 1888 by the Covington & Oxford Street Railroad Company, of Covington, Georgia. We had originally planned to use a photograph sent in by Mr. Snyder, but it was found to be too large to be practical for our purpose. Let us know how you like it.

The following letter received from the Lewiston-Auburn Transit Company in reply to a request for tokens, should speak for itself: "Replying to your request for this company's tokens, I regret it is contrary to our policy to sell tokens outside of our immediate area to those who presumably do not intend to use them for transportation on our coaches. I am returning your coin herewith." At least they were prompt in replying, anyway.

All subscribers who did not receive the March, April, or May issue of the Fare Box are urged to drop a card to the Fare Box notifying us. A reprinting of the March issue is under way and will be ready within a week after you receive this (July) issue. This is very important, and those who have already mentioned it in letters to us should nevertheless notify us again by post card in order to be sure of obtaining those copies they have missed. Also any late subscribers who lack either the January or February issues should notify us.

In regard to the Wilkes-Barre error listed in this issue, Michael Super adds: "When the Wyoming Valley Auto Bus Co.--presently operating as the Wilkes-Barre Transit Corp.--ordered tokens from the manufacturer, there was an error made in the wording. Instead of Wyoming Valley Auto Bus Co., they received a shipment of tokens with simply Wyoming Valley Bus Co. on the front of the token. These tokens were immediately returned to the manufacturer and a new lot forwarded with the proper inscription on the obverse. However, the company retained 50 of the errors. The token, of course, was never placed in use." Mr. Super adds that the company simply will have nothing to do with collectors, and that it is useless to write them letters. Tokens have not been in use in Wilkes-Barre since 1935.

Readers will note that there are two varieties of PA 70 B reported in this issue. The 3mm. was the regular issue, and the company enlarged the hole on some of the tokens themselves, for use on another part of their lines. This company has not used tokens since 1932--so your Beaver Meadows tokens have been obsolete for seventeen years. Incidentally, the initials on those tokens--L & C C M T CO.--stand for Luzerne & Carbon County Motor Transit Company.

There were 500 of the Des Moines, Washington, token originally purchased (SEE NEW DISCOVERIES), but only two are now known to exist. Des Moines is a small suburb of Seattle located about nine miles to the South. The tokens were used from 1913 to 1915.

The Progressive Party has asked the King County Superior Court in Seattle to issue an injunction ending the recent fare hike there and impounding the amount of the increase. The petition asks that the Seattle Transit Commission be required to issue refund receipts pending a decision. Although the success of this appeal is doubtful, its outcome will be interesting to watch, for a successful suit might well establish a precedent for action in other cities.

TWO TOKENS OF CLINTON, IOWA

By Edgar Levy

Although the Clinton & Lyons Horse Railway had been in the planning stage for quite awhile, it wasn't until December, 1865, that the line started operations with tracks extending for two and three quarters miles from Lyons Ferry to the corner of Eighth Avenue and Second Street in Clinton near where the C & N W depot is. Proving successful, the owners of the line extended their trackage to cover four and three quarters miles. This line operated without turmoil until about 1888, when several Electric companies sought charters or "rights to operate the new fangled electric trolley cars." Among the stronger electric companies bidding for the rights were Baldwin Electric Company and the State Electric Company. From all reports this was a bitter feud but eventually the State Electric Company won out and absorbed the Clinton & Lyons Horse Railway. The State Electric Company was composed almost entirely of local people headed by a Mr. E. C. Walsh, a financier of the city and this was, no doubt, the reason why State Electric was granted the franchise. State Electric issued an aluminum token, as described in the new discoveries listed in this issue. There are two varieties, if one goes in for varieties. One has what is usually called a normal reverse and the other has an upset reverse. The token has a milled edging around its outside perimeter. These tokens were in use until 1903 when the line was sold to the present operators, Clinton Street Railway, and the tokens were destroyed by the latter company. Aside from a few in possession of the writer, it is believed that the entire issue was destroyed. The Clinton Street Railway issued paper tickets for use on their street cars until recent years. When all the tracks were torn up and buses substituted for the cars, about 1937, tokens were again issued. All the old trolleys have been disposed of.

The writer had been apprised of the existence of these tokens for some time but decided not to report them to the Fare Box until a few facts concerning the company could be uncovered. Right now I am trying to dig up some interesting news about another unlisted oldie from Muscatine. Having always felt that the mere reporting of a new issue or find is of little interest unless something pertaining to the company issuing the tokens was sent along at the same time. I hope others will do the same thing.

SEATTLE TRANSPORTATION TOKEN CLUB HOLDS AUCTION JUNE 10

This first all-transportation-token auction was highly successful. All bids were sealed. All items were sold, and lists of prices realized were sent to all bidders. The bidding was very close, which indicates that the next auction, which is coming up very soon, will be even more successful.

It has now been definitely established that the Peerless Stages, Inc., of Oakland, California, never used fare tokens. This company had two varieties (CAL 575 C and D) made up, but never used them, and disposed of the entire supply. Those who doubt this should write the company directly at 407 Pacific Bldg., Oakland 12, California.

Norfolk, Va., has petitioned for a raise in fare and elimination of the present six for 55¢ tokens. The company wants to divide the city into two zones, with a fare of 10¢ per zone or 15¢ for both zones ...Indianapolis Railways is using busses instead of streetcars on Saturdays and Sundays on three of its lines; the other five weekdays see regular electric service on the lines...Bristol Traction Co., of Bristol, Conn., has petitioned for a fare increase from the present six cents straight to 10 cents cash or 3 tokens for 25¢...Third Avenue Transit of New York, the largest independent transit system in America, has asked for a one cent fare hike from the present seven cents cash ...St. Louis Public Service has asked for a fare raise which would involve the installation of 2 for 25¢ tokens...controlling stock of the Olympia (Washington) Transit Company has been sold to Tri City Transit of Aberdeen; the purchase price was \$45,000...IA 310 C,D,E are all obsolete and scarce...OHIO 230 K (Dayton) became obsolete in 1921 when the fare was revised. The tokens sold at 4 for 25¢ when in use...The North Shore Bus Line of Flushing, N.Y., went out of business in March, 1947...The Albuquerque Bus Company, in response to an inquiry last summer, replied that they would be willing to part with CITY ELECTRIC tokens at the charitable price of only two dollars each; don't all speak at once...The "Lordship" tokens of Bridgeport, Conn., (CT 35 A), are used by the White Line Bus Corp., and sold at the rate of 12 for one dollar...All tokens of Orange Lines, Inc., of Jacksonville, Fla., have been called in and destroyed...The Joplin-Pittsburg Railroad Co. of Pittsburg, Kans., discontinued the use of tokens twenty-one years ago, in 1928...The Detroit Dept. of Street Railways discontinued tokens in 1922...The old Charlotte Electric Railway token (NC 160 A) has been obsolete since 1911, when Duke Power took over...The York, Nebraska, Intra-City Transit Co. went out of business in 1948 and the tokens are now obsolete and becoming hard to find...The Taylor City Service Bus outfit of Rapid City, S.D., folded up about 1937...the token from Glenshaw, Pa., issued by the Etna Transportation Co., has been obsolete since about 1933, and is quite a rare item despite the 15¢ tag on it in the Check List...ND 440 A (Jamestown) was a temporary provisional issue used until the smaller design was supplied to the company...HTB LINE seen on so many tokens of Beaver Falls, Pa., stands for HILL TOP BUS LINE; this company has been known to keep collectors waiting for months before returning money or sending some tokens, depending on their mood...The Roanoke-Starkey Bus Line, of Roanoke, Va., is a two-bus line operating between Roanoke and Starkey. Tokens sell at 25¢ each and the company is quite cooperative...The Tiffin, Ohio, token is now obsolete...The Lehigh Traction Company of Hazleton, Pa., went out of business in 1932, but the present Hazleton Auto Bus Co. has continued using the tokens...The South Bend Motor Bus Company is no longer in existence; it sold out to Northern Indiana Transit, Inc. ...The Springfield (Missouri) Gas & Electric Co. ceased operations March 25, 1945, when City Utilities took over. The S G & E had not used tokens since 1937...PA 870 B (Stroudsburg) has been obsolete for over a year...Coltharp Bus Lines of Kansas City, Mo., have been out of business for over a year...The Portland, Me., tokens are regularly school fares, but adults are allowed to use two of them as a fare if they so desire...the Nampa, Ida., tokens have been obsolete over a year and a half...KANS 40 C and D have been obsolete since 1933...The Syracuse (NY) & Eastern Bus Lines ceased operation June 30, 1946. The Syracuse & Eastern Railroad is now operated by the Sweet Management Engineering Corp., still using tokens...Gildea Bus Lines tokens of Hollidaysburg, Pa., were discontinued in 1946; all tokens then on hand were 'disposed of'...the letters on your Weirton, W. Va., tokens stand for "Pittsburgh & Weirton Bus Lines"...Springfield Transportation Co. (Illinois) has raised token rate from 2 for 15¢ to 3 for 25¢.

Blytheville, Ark. (A. Webster)
 B 23 B Blytheville Coach Lines
 Good For One Fare
 Pine Bluff, Ark. (F. Greene)
 Bz 23 Bar Pine Bluff Arkansas (bus)
 Good For One Fare (bus)
 Jacksonville, Ill. (R. McKee)
 WM 23 Bar City Bus Lines (bus)
 Good For One Fare (bus)
 Marion, Ill. (R. Atwood)
 Bz 23 Bar Marion City Bus Co., Inc. (bus)
 Good For One Ride (bus)
 New Orleans, La. (D. Johns)
 WM 23 Bar Louisiana Transit Company (bus)
 Good For One Fare (bus)
 Lewiston, Maine (R. Atwood)
 WM 23 Bar Lewiston Auburn Transit Co. (bus)
 Good For One Fare L-A
 Hagerstown, Md. (J. Goffee)
 B 23 Sd The Potomac Edison Co. PE
 Good For One School Fare PE
 Bay City, Mich. (R. McKee)
 Bz 23 Sd Balcer Bros. Bay City, Mich. B
 Good For One Fare B
 Cape Girardeau, Mo. (F. Greene)
 WM 23 Bar Cape Transit Corp. Mo. (bus)
 Good For One Fare (bus)
 Elmira, N.Y. (T. Williamson)
 B 16 Sq-sc W. & S.M.C. Co. Aliquippa, Pa.
 Good For One Fare (Reverse letters larger than PA 10 C)
 Bz 16 E Elmira Motor Coach Corp.
 Good For One Fare
 Troy, N.Y. (J. Brisee)
 WM 16 Sd Troy Fifth Avenue Bus Co., Inc. (bus)
 Good For One Fare (bus)
 Utica, N.Y. (C. Cook)
 WM 16 Sd Utica Lines N.Y.S. Rys. U
 Good For One City Fare U
 Utica, N.Y. (T. Williamson)
 WM 16 Sd Utica Lines N.Y.S. Rys. U
 Good For One City Fare U (bronze-plated)
 WM 16 U Utica Lines N.Y.S. Rys.
 Good For One City Fare (bronze-plated)
 Watertown, N.Y. (F. Greene)
 WM 16 Ball Pritchard Bus Corp. P
 Good For One Fare P
 Chillicothe, Ohio (C. Cook)
 WM 16 P Public Transport, Inc. Chillicothe, O.
 Good For One Fare
 Lancaster, Ohio (C. Cook)
 Bz 23 Bar Lancaster Transit, Inc. (bus)
 Good For One Fare (bus)
 Johnstown, Pa. (F. Greene)
 Bz 16 J-sc Johnstown Traction Company
 Good For One Zone Fare
 York, Pa. (B. Baake)
 WM 16 Ball York Bus Company York, Pa. Y
 Good For One Fare Y
 Gaffney, S.C. (K. Snyder)
 WM 23 Bar Rapid Transit Company Gaffney, S.C. (bus)
 Zone Two (bus)
 Galveston, Texas (A. Webster)
 WM 23 Bar Galveston Transit Company $\frac{1}{2}$
 For Children Under Twelve Years $\frac{1}{2}$

NEW ISSUES (continued)

Staunton, Va. (R. McKee)
 Bz 20 Bar Staunton Transit System (bus)
 Good For One Fare (bus)
 Fairmont, W. Va. (W. Black)
 B 24 Sd C T Co Good For One 30¢ Fare
 (same as obverse)

NEW DISCOVERIES

Clinton, Iowa (E. Levy)
 A 22 Sd State Electric Co. Clinton, Ia.
 One Fare
 Northfield, Minn. (K. Snyder)
 B 19 Sd St. Olaf Bus D. Tille
 One Fare 10 Cents
 B 21 Sd St. Olaf Bus D. Tille
 One Fare 10 Cents
 Des Moines, Wash. (P. Fouts)
 A 21 Ch Des Moines Auto Co.
 School Token

NEW ISSUE RECEIVED TOO LATE FOR CLASSIFICATION

Chicasha, Okla. (A. Webster)
 WM 16 Tr-se Chicasha City Bus Lines
 Good For One Fare

ERROR

Wilkes-Barre, Pa. (M. Super)
 WM 23 Bar Wyoming Valley Bus Co. (bus)
 Good For One Fare (bus)

MAVERICK

B 21 Sd D. D. & P. P.
 (same as obverse)
 (this token is believed to have been used by a lumber company in northern Calif.)

ZONE CHECKS

Gaffney, S.C. (K. Snyder)
 Fd 20 Sd Rapid Transit Co. Zone 1
 (blank)
 Fd 23 Sd Rapid Transit Co. Zone 2
 (blank)
 Fr 27 Sd Rapid Transit Co. Zone 3
 (blank)

NEW VARIETIES

Mobile, Ala. (Q. Laflin)
 ALA 560 M: (1) $2\frac{1}{2}$ mm. cross in center. (2) $3\frac{1}{2}$ mm. cross in center.
 Grand Junction, Colo. (J. Coffee)
 COLO 440 A: (1) Large letters. (2) Small letters.
 Lewiston, Ida. (Q. Laflin)
 IDA 440 A: (1) 7mm. moon in center. (2) $8\frac{1}{2}$ mm. moon in center.
 Centralia, Ill. (J. Coffee)
 ILL 130 B: (1) Large letters. (2) Small letters.

NEW VARIETIES (continued)

Sioux City, Iowa (J. Coffee)

IA 850 J: (1) Diamonds on reverse. (2) No diamonds.

Albany, N.Y. (J. Coffee)

NY 10 C: (1) Dot in "1" on reverse. (2) No dot.

Schenectady, N.Y. (J. Coffee)

NY 830 B: (1) Thick "S" in center. (2) Thin "S"; large letters. (3) Thin "S"; small letters.

Corvallis, Ore. (J. Coffee)

ORE 160 C: (1) Large letters. (2) Small letters.

Beaver Meadows, Pa. (M. Super)

PA 70 B: (1) 3mm. square cut out of center. (2) 4mm. square cut out.

NEW ISSUE NOTES

The Jacksonville, Ill., token has been in use since November, 1948, when it superseded the brass tokens. The new token sells at a rate of 3 for 25¢...The Bay City, Mich., token has been in use since the summer of 1948. It sells at 2 for 15¢...The Staunton, Va., token sells at 2 for 25¢...The Lancaster, Ohio, token sells at 3 for 25¢...The Hagerstown, Md., token sells at 5 for 25¢.

The Springfield (Illinois) Transportation Company has raised its fare from 2 for 15¢ to 3 for 25¢. The company, accordingly, has purchased 50,000 new bronze tokens with an "S" cut out of the center instead of hanging there as previously. In addition to the new bronze tokens, the company has copper-plated all old tokens on hand. The plating was done by a local firm at a cost of ten cents per pound--there are about 320 of the tokens to a pound. Thus there are several new issues from this city that have been in use for several weeks. No one, however, has reported the descriptions of the tokens to us.

Tokens of the Jamestown (N.Y.) Motor Bus Transportation Co., Inc., have been increased in price from 4 for 25¢ to 3 for 20¢...Omaha fare is now 2 for 25¢ or 13¢ cash, instead of the 10¢ straight as previously...Mr. A. E. Potter, retired President of the United Electric Railways of Providence, died June 27 at age 76. His name lives forever, however, on the recently obsolete token from Providence.

DENVER FARE RAISE RULED ILLEGAL BY COURT

The Colorado Supreme Court ruled, by a 4-1 decision, that (1) the fare increase granted last July is illegal; (2) the substitution of trolley coaches for streetcars was illegal in that it granted a new franchise. This officially returns the Denver fare to the 3 for 25¢ situation--and, as the 3 for 25¢ fare was granted in 1930 by the same process that the 10¢ straight fare was granted in 1948, there was speculation as to whether the fare was now legally 5¢ straight as it was before 1930. In order to raise the fare or change the service, ruled the court, the people must vote on an ordinance initiated by the signatures of 5% of those who voted in the last mayoralty campaign. Needless to say, the ruling was popular with the riding public. The present dime fare will be kept for a couple of weeks to give the company time to appeal. It will be interesting to see what the company uses for tokens after that. Their replies to letters claim that they have no more tokens on hand.

WILL SWAP ONE HUNDRED TWENTY (120) DIFFERENT TOKENS FOR ANY ONE HUNDRED (100) DIFFERENT TOKENS (MEANING NOT ANY TWO ALIKE).
A. P. WEBSTER - 2827 WORTHINGTON STREET - HOUSTON 16, TEXAS

THE FIRST STREET LINE TOKEN
By W. A. Whitfield

Almost all of the collectors who have written to me have listed NM 40 A as one of their wants but none have seemed too surprised when I didn't send them one immediately. The story of old 40 A will probably never be known in full and consider yourself lucky if you are one of the three I know of who have one of these prizes.

In searching for this token for the last three and one-half years, I have used every trick of the trade I know of; slot machine owners, dry cleaners, coin collectors, advertisements and I even carry a photo-stated copy of it to give to people who might be able to run across the token later. I have printed a "Wanted Dead or Alive" poster and used it around town without results. My last attempt is a model of the old horsecar which I will exhibit when the time is right.

As far as I am able to learn, the old Albuquerque Street Railroad had its beginnings on March 30, 1880, when a newspaper of that date reports the ground broken. A Colonel Bell of New York City was the promoter and the rails were shipped out of Kansas City. It must be remembered that in the 80's there wasn't much of a town here although Old Albuquerque had slumbered beside the 'silver' Rio Grande for 200 years previous to this. The street railroad was needed to bring workers for the Santa Fe shops in New Albuquerque, some two miles away from Old Albuquerque. A branch from this single line apparently ran over to the Santa Fe shops about half a mile to the south of the "main line". This was apparently the reason for the token..."Good Only on First Street Line."

I have never located anyone here who knows anything about the First Street Line but many of the old timers recall the main line and the western terminus still stands today. None I have interviewed remember anything about the tokens and as one of the collectors has suggested, since all the tokens were picked up in Washington, perhaps it was never used here at all. Some might have fallen into the hands of coin collectors, then into dealers' hands and finally picked up by vecturists. This is only an idea but perhaps plausible since there doesn't seem to be any record of their having been used.

Another of the Albuquerque tokens, "City Electric," is a long time obsolete but a few are available to collectors. This was an electric trolley line which started up after the First World War, and continued for some time until replaced by busses. Lady conductors were used and through them I have traced some of the tokens. It finally went bust and was taken over by the present bus company.

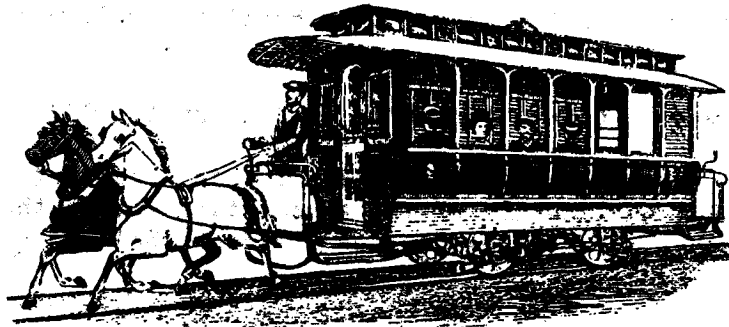
There is supposed to be one of the old street railroad cars parked around Old Town somewhere but I have never been able to find it. Oh, I forgot to mention, I don't have one of these old 40 A's in my collection, either!

Mr. K. W. Snyder reports that the token listed as WASH 880 G (the Tacoma white metal "in exchange for cash") is also currently in use in Winona, Minnesota. These tokens were used in Tacoma as 'pass tokens'. The weekly pass cost 30¢, and one paid 5¢ each time he used it. The nickel was presented to the driver who handed the rider one of these tokens for immediate deposit in the fare box.

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AUGUST, 1949

NUMBER 8

MANY IMPORTANT MATTERS DISCUSSED AT DETROIT A. V. A. MEETING; CHECK LIST MAJOR TOPIC; FARE BOX FREE TO A. V. A. MEMBERS IN '50; NOMINATIONS FOR 1950 OFFICERS SUBMITTED; NEXT A. V. A. MEETING TO BE HELD IN NEW YORK, OCTOBER 29, AT 2 P.M.

The third quarterly convention of the American Vecturist Association was held August 6 and 7 in Detroit, Michigan. While attendance was not as high as expected, there was a fair gathering. Chief topics were: The check list, membership dues, and the place of the next meeting, as well as nominations as presented by the committee. The following resolutions were passed:

"Whereas unhappy differences have arisen between the Publisher of the Check List and some vecturists, which have directly or indirectly caused the suspension of the dissemination of information regarding vectures issued or discovered since the publication of such list; and

"Whereas the matter contained in such check list represented the combined effort of its compiler and many other vecturists, just as information about new issues and new discoveries represents the combined efforts of many vecturists; and

"Whereas it is of great interest to all vecturists that means be adopted forthwith to disseminate properly all available information regarding new issues and new discoveries, as well as all errors, typographical or otherwise, which have come to the attention of vecturists in the present check list

"Now therefore be it Resolved: That the American Vecturist Association, through its officers, use its good offices to attempt to compose any differences that may now or hereafter exist between the Publisher of the Check List and any of the members of the A. V. A. so that the dissemination of information about new issues, new discoveries, errors and changes, both of matter and prices, may not be retarded; and be it further

"Resolved that should the Executive Board of the A. V. A. decide that such efforts have proven unsuccessful, that the President appoint a committee to compile such information and promulgate the same to the membership of the Association through the pages of The Fare Box at such times and in such installments as the Executive Board may direct."

"Resolved (a) that Section 1, of Article VI of the Constitution and By-Laws which now reads:

'Section 1 The dues of the Association shall be \$1.00 per year, payable in advance.'

be amended to read:

'Section 1 The dues of the Association shall be \$2.00 per year, payable in advance.'

(b) That this amendment take effect as of January 1, 1950.

(c) That on and after the effective date of this amendment, The Fare Box be considered the official publication of the Association within the meaning of Article III, Section 4, and that all members in good standing shall be entitled thereto without further cost.

REPORT OF THE COMMITTEE ON NOMINATIONS

(Submitted to the Detroit convention of the American Vecturist Association)
Gentlemen:-

First of all your committee wishes to thank the entire list of present officers for excellent and faithful services and go on record as sincerely feeling all are deserving of renomination and reelection.

Secondly, we desire to state that our organizers acted naturally and properly in selecting the initial list of officers from their group membership.

Thirdly, we point out that now as a national organization with scattered membership our board should reflect geographical scope when practical and with that in mind we suggest the following action, placing in nomination these members:

For President	-	Max M. Schwartz, of New York
For Vice President	-	Frank C. Greene, of Kansas City
For Secretary	-	E. L. Kimmons, of Austin
For Treasurer	-	Thomas F. Williamson, of Syracuse
For Curator	-	Edgar Levy, of Colorado Springs

- Fraternally,

THE COMMITTEE ON NOMINATIONS

Mrs. Corrine Black, of McKeesport
Basil Brandon, of San Francisco
Quincy A. Leflin, of St. Paul
C. G. Jefferson, of Seattle
F. M. Church, of Detroit (Chairman)

After a lengthy correspondence which included transit companies, leading local citizens, and local agencies, I have now obtained definite proof that the two fare tokens listed in the National Check List as ARK 285 A and B (El Dorado) were not used in El Dorado. These tokens were used by the Community Transit Lines in the city of Natchez, Mississippi. They, consequently, should be listed under Mississippi, and not under Arkansas. The Community Transit Lines are no longer in business, having been taken over by Natchez City Lines, Inc. The City Lines are extremely slow in answering mail, do not use tokens, and have none of the old tokens left.

- J. M. Coffee, Jr.

NEW ISSUES

Terminal Island, Calif. (R. Atwood)
 Bz 23 St-sc Terminal Island Transit Co.
 Good For One Zone Fare

Pueblo, Colo. (E. Levy)
 WM 16 Bar Arkansas Valley R. L. & P. Co.
 Good For One Fare Pueblo (Conner-plated)
 WM 23 Bar Arkansas Valley R. L. & P. Co.
 Good For $\frac{3}{4}$ Fare (Conner-plated)
 WM 23 Bar Southern Colorado Power Co. $\frac{3}{4}$
 Good For $\frac{3}{4}$ Fare (Conner-plated)
 WM 16 Bar Southern Colorado Power Co. Pueblo
 Good For One Fare Pueblo (Conner-plated)

Ottawa, Ill. (F. Barnett)
 Bz 23 Bar W. A. F. Transportation Co. Inc. (bus)
 Good For One Fare (bus)

East Dubuque, Ill. (H. Porter)
 Bz 23 Sd East Dubuque Electric Co. Good For One Fare Full
 One Fare Full ED

Springfield, Ill. (P. Ginther)
 WM 16 S Springfield Transportation Co.
 Good For One Fare (copper-plated)
 S 16 S Springfield Transportation Co.
 Good For One Fare (conner-plated)
 B 16 S Springfield Transportation Co.
 Good For One Fare (conner-plated)
 Bz 16 S-sc Springfield Transportation Co.
 Good For One Fare

Hagerstown, Md. (M. Emrick)
 WM 16 Sd The Potomac Edison Co. PE
 Good For One Fare PE

Grand Haven, Mich. (R. Atwood)
 Bz 23 Bar Grand Haven Transit Lines (bus)
 Good For One Child's Fare (bus)(silver-plated)

Philadelphia, Pa. (D. Andrews)
 WM 18 Ch Phila. & Camden Ferry Co.
 Good For One Passenger (raised collar)

Salt Lake City, Utah (R. Atwood)
 WM 23 Bh Salt Lake City Lines
 Good For One Fare

Clarksburg, W. Va. (C. Cook)
 B 16 Bar City Lines of West Virginia, Inc. City Lines
 Good For One Token Fare City Lines (silver-plated)

NEW DISCOVERIES

Indianapolis, Ind. (H. Porter)
 Gb 23 Sd Citizens St. R.R. Co. Indnols. One Fare
 (street car)

Dubuque, Iowa (J. Coffee)
 Bz 23 S Interstate Power Company Dubuque, Iowa
 Good For One School Fare

Elizabeth City, N. C. (D. M. Peebles)
 B 41 Sd Lucas Va.-Car. Bus Lines J. P. Lucas Prop. (sc)
 Round Trip Fare \$3.90

Petersburg, Va. (D. M. Peebles)
 A 22 Sd Maitland Brothers Bus Line
 Good For One Fare

THE DEFOUR STORY
By Paul Targonsky, A.V.A.#34

At the first annual picnic of the Meriden Coin Club held on July 25, 1948, I received half a dozen transportation tokens from Mr. O. G. Schilke. Two of these were as listed below. At the time, the gentleman told me that they were from Lakeville, Connecticut, and were quite rare.

Since I did not have Atwood's list at the time, I had no idea whether or not the tokens had been listed. Finally, I gave these two tokens to Mr. Max Schwartz in April of this year.

It was at Mr. Schwartz' suggestion that I write this article and send this information to The Fare Box. Again in June, I asked Mr. Schilke where he got the tokens, and he told me that he got them from Mr. Leslie D. Dufour personally, a few years back. He told me that they were used as fares at a private school in Lakeville. After a little research at our public library, I found out that there was a Hotchkiss School located there. I contacted the present headmaster, and he quickly affirmed my thoughts, and gave me more information, as well as the address of Mr. Dufour. I contacted Mr. Dufour, and after several weeks wait, a letter arrived, containing two brass tokens as well as some more information about the transit line.

During the years of 1922 to 1926, Mr. Dufour ran a taxi service from the Hotchkiss School to the center of Lakeville. He used seven passenger Buick sedans. The fare was twenty-five cents for the round trip, payable in advance. The token was good for the return trip. Mr. Dufour said that he had these tokens made this size because they fitted into a penny change carrier which he carried on his belt. They were struck only in brass and aluminum, and there was only one design.

And so this is the Dufour Story (Maverick No. 8---July, 1948) as I found it. Many thanks for the help of Mr. Schilke and Mr. Dufour.

MAVERICKS LOCATED

Lakeville, Conn. (P. Targonsky)
B 19 Sd Leslie D. Dufour
Good For One Ride
A 19 Sd Leslie D. Dufour
Good For One Ride

PATTERNS, FREAKS, AND ERRORS

Kansas City, Mo. (F. Greene)
B 16 Sd K.C.Rys. Co. Full Fare (stars)
(same as obverse)
WM 16 Sd K.C.Rys. Co. Full Fare (stars)
(same as obverse)
B 16 sm-sc K.C.Rys. Co. Full Fare (stars)
(same as obverse)

On the above, Mr. Greene reports that there are 4 brass solids, 1 WM, and 11 sm-sc.

On August 14, Kansas City fares go to 13¢, tokens 2/25 ... The token from Midland, Michigan, is not made of aluminum as listed in the check list. Rather, it is made of "dowmetal" a product of Dow Chemical Co, whose home office is there ... The scarce Mt. Lowe items were recently found in quantity.

ROSTER OF CHANGE OF ADDRESS

D. M. Peebles, Jr. A.V.A.#13 2912 Cortland Place, N. W. Washington 8, D.C.

SUBSCRIPTION RATES

One year.....\$2.00
One year (special rate to members of A.V.A.)..... 1.00

All subscriptions expire with the December issue. Those who subscribe now will receive the back issues to complete the volume, as available.

ADVERTISING RATES

One line.....\$0.35 Each line over 3.....\$0.25
Two lines......65 Half Page..... 5.00
Three lines..... 1.00 Full page.....10.00

Members of the A.V.A. will be granted a 33% discount on all advertising. The fastest way to increase your circle of correspondents for trading tokens is an ad in The Fare Box. The results will amaze you.

BACK ISSUES

Back issues of The Fare Box are available at 10¢ each (no discounts). All issues from July, 1947, except the following, are on hand in very limited quantities: July, 1947; September, 1947; April, 1948; March, 1949; April, 1949; May, 1949. The material contained in the back issues is just as timely and important as that which appears in this issue!

THE "C T T OMAHA" TOKEN By Edgar Levy

In the September, 1948, issue of The Fare Box I reported the discovery of a token emanating from Omaha, Nebraska, bearing the tantalizing initials "C T T OMAHA" and nothing to identify the issuing company. Since that time I have made a diligent search to try and discover just what those initials stand for. I think I have got the answer.

In June of 1884, there was organized a company by the name of Cable Tramway. Operations commenced in December of 1887. This company consolidated with the Omaha Horse Railway in 1889 using the name Omaha St. Ry. Co. In 1901 they were all merged into the Omaha & Council Bluffs St. Ry. Co.

My search leads me to believe that the Cable Tramway must have been Cable Tramway Traction or Cable Traction Tramway; thus the initials C T T. Does any AVA member have a better solution?

Mr. K.W. Snyder has moved to a new address, which is: K. W. SNYDER - 15½ GLENWOOD AVENUE - SEVILLE HOTEL, ROOM 327 - MINNEAPOLIS 4, MINN. His new telephone is MAIN 9463. Mr. Snyder announces that all collectors are welcome at all times, day or night. Just call up or come up when in Minneapolis.

The token listed under Lewiston, Ida., in the JUNE new issues was a mistake. No such token exists. In the MAY issue, the Northfield, Minn., token should have been 21mm., not 20mm.

BOSTON'S HORSECAR-LOGY
(From an article by Morris Freedman)

The first horsecar in Boston consisted of a private line and van between Harvard Square and Somerville. The cars were simply coaches pulled by horses over a flat rail. Although at first many were skeptical of the advantages of this mode of transportation, nevertheless it was a big improvement over walking or wagons or coaches pulled over rough and almost impassable streets.

The horsecar was a picturesque vehicle. The driver of the single horsecar had complete charge. He drove the horse, swung the car on the turn table at the end of the line, and collected fares. The fare box on some of the cars was set upon a platform in view of the driver. Passengers deposited their nickels (when the fare was five cents) in slots on a conduit which ran from the interior of the car to the fare box. The driver could see the nickels go into the fare box, but he was unable to touch them.

Picturesque though it was, it wasn't a very efficient means of transportation, and strange as it may seem, some complained of the high rate of speed that the cars attained. At one time there were as many as eighteen different horse railway companies owning and operating street railways in Boston, and the network of tracks in the main thoroughfare, with the variety of lines, was as bewildering to the stranger as the narrow tangled streets. The competition brought improved service and appearance. A warm stove and hay on the floor was provided for the passenger's comfort in winter. Fares varied from 5¢ to 12¢.

Tow boys were quite prominent in Roxbury and Dorchester and in town where there were steep hills. These lads stayed at the foot of the hill with an extra horse or two. When the car came they just hitched the extra horse on, and helped the other horse or horses up the hill.

In 1887 practically all of the transportation lines serving Boston and vicinity were consolidated into the system known as the West End Street Railway Company.

Soon the age changed and more speed was demanded by Bostonians. The officials of the West End Railway began to search for a much faster and more efficient way of transportation. Thus, came the electric railway car. The horsecars were doomed. They were rapidly replaced until the last one, used on Marlboro Street, was taken out of service in December, 1900.

(We wish to thank Mr. K. W. Snyder for sending in the above article on Boston's horsecars.)

The Oklahoma Railway Company has changed its name to "City Bus Co."... there are only 8 of the 21mm. Northfield, Minn., known to exist...the fare at Lakewood, Ohio, is 25¢ cash or 5 tokens for \$1, so the check list price of 10¢ is obviously incorrect...the white metal Chickasha, Okla., token listed last month as a new issue does not exist; it was a mistake. Mr. Webster reports to us.

MAITLAND BROS. BUS LINE—MOST FASCINATING OF THEM ALL

Through pure luck, I have a very few of these rare tokens—Va 620-C & L
PLEASE NOTE NEW ADDRESS: D.M. Peebles, Jr. 2912 Cortland Place, N. W.,
Washington 8, D. C. Inquiries invited for trades.

VIRGINIA NOTES

While searching the city in hopes of finding some of the old Portsmouth tokens, I chanced to meet a prominent citizen, historian, and a native of some sixty odd years. Although he was unable to help me find any of the old tokens, he told me of the old lines which ran about the turn of the century. The Portsmouth St. Railway Co. sold tokens at the rate of six for a quarter—sold in envelopes. In 1902, plans were made for a street car line to end all lines. The Newport News Bridge was the answer to everything. (Portsmouth is about seven miles from Newport News.) Nevertheless, the Norfolk, Portsmouth, & Newport News Street Railway was organized. As you can imagine, the seven mile street car bridge was never built, but the N. P. & N. N. did operate street cars from Portsmouth to the point where the bridge was to have been built. The company went out of business in 1905. The important note is that my friend in Portsmouth insists that the Norfolk, Portsmouth & Newport News Street Railway Co. used tokens. While he had no tokens, he has given me enough information to make me believe that some will turn up before very long—IF I can find the right parties.

Petersburg now has a unified bus system. After first selling Kenilworth line to Petersburg Transit, Mr. Maitland now is selling the Ferndale line. Petersburg Transit already has possession of the old High Street line.

Maitland Brothers have issued a very interesting lot of tokens and most of them are very scarce. Those which are hardest to obtain are Va. 620-C & L. This is easily shown by the fact that even Mr. Atwood, and Mr. Underwood needed one each until this month. I was very fortunate in obtaining a very few each of these.

Evidently anticipating an early sale of his lines, Mr. Maitland let his supply of the "10-sc" get low. When this occurred, he placed into use several dozen of the aluminum tokens which were delivered without being punched "10", and these were used during the past several months. Since I saw one on the bus, I thought I would ask Mr. Maitland if he had anymore. He told me that he had quite a supply, but as he had received a few new tokens, he threw most of the solids away. I was able to obtain the only four of this very unique item. (ED.NOTE: These probably were fed to the pigs.)

Fare on all Petersburg lines now is ten cents, tokens 3/25. Naturally, all Maitland tokens are now obsolete.

—PEEBLES

RECENT FARE CHANGES: The Indiana Railroad in Anderson has raised the token rate from 3 for 25¢ to 5 for 45¢...Jamestown Motor Bus Transp. Co. (New York) has raised token rate from 4 for 25¢ to 3 for 20¢...Penn Transit of McKeesport has raised fare from 5 for 30¢ to 5 for 35¢...Williamsport (Pa.) Transp. Co. has raised fare from 4 for 25¢ to 4 for 30¢.

I NEED WANT-LISTS! IF YOU HAVE NOT SENT ME YOUR LATEST WANT-LIST, PLEASE LET ME HAVE A COPY; AND I'LL SEND YOU A COPY OF MINE. IF YOU DON'T HAVE ONE, MAKE ONE. THE FASTEST WAY TO GET MORE TOKENS IS BY SENDING OUT YOUR WANT-LIST. I HAVE MANY GOOD DUPES ON HAND NOW.
J. M. COFFEE, JR. - 3133 CONNECTICUT AVE. - WASHINGTON 8, D.C.

KENNETH SMITH PURCHASES THE COLLECTION OF THE LATE RAY B. COOPER

(The Cooper collection has long been known as one of the largest collections of transportation tokens in the world, probably among the two largest. Mr. Smith's account follows:)

The Cooper collection consisted of, all told, 10,708 tokens, and 627 other coins, slugs, etc., to make a total of 11,325 pieces--of which there were about 5,300 to 5,400 different tokens, especially nearly complete in foreign. I had another 50 to 100 pieces that Ray lacked, such as the Minot C; Sheboygan C; Superior B; Nevada, Ia. A; and others, some scarce and some not too. I think I have about 5,400 (maybe a little over) different tokens now. Also within the past year I bought 2 smaller collections so now I figure I will have about 14,000 duplicates in 3,500 types. Had 4,000 in my collection before acquiring Ray's. Will try to help all collectors fill those vacant spots if I get their want lists. There may be a slight delay as I am recovering from a stay at the hospital where I lost 19 pounds. Went from 202 to 183 lbs. which is not too heavy for my height of 6 feet 4 inches, and don't feel so well. So please excuse if I don't answer so promptly.

Kenneth Smith

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P.O. Box 888

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Big Spring, Texas

THE PENNANT TOKEN OF EVERETT, WASHINGTON By Hal J. Daggett

This writer has checked thoroughly with not only the owner of the establishment but with the local bus company officials who, incidentally, can offer no trustworthy explanation of the Pennant fare check. He also checked at the City Hall with several old timers and from their leads finally arrived at the conclusion as stated below. Their story checked with the information, as understood, by the store owner. The token was not ever used in the memory of the present store owner or the local bus company operators. The token is definitely a fare check and was not used in recent times but probably sometime prior to 1920, although there is no way to substantiate the time of actual use. Other than a few in the hands of collectors there are not more than three of these tokens in existence because when the present owner took over the establishment he had a small quantity which he gave to his children to play with and when Atwood advised him of their great scarcity he found most had been lost. He is extremely hard to approach and after bringing pressure to bear upon him through mutual friends and getting acquainted I am sure that this story is correct.

At one time it was customary for those persons who played cards or drank in the Pennant to find they were short of funds, occasionally. In these cases the store would sometimes give good customers one of the special tokens reading ONE FARE so they could get on the streetcar and ride home using the token for car fare. At the end of the month the streetcar company would take the tokens to the store and get their money from the store. In other words, an accomodation or a convenience token. Unusual to say the least!

There are two items which are inscribed PENNANT EVERETT, WN. One of these says "GOOD FOR 5¢ IN TRADE" on the reverse. This is NOT a transportation token; it is a trade check. The one which is a fare token is inscribed "GOOD FOR ONE FARE 5¢" on the reverse. This token is undervalued in the Check List, it being worth 2 to 4 times that much.

HISTORY OF LOUISVILLE RAIL LINES

(From an article in the Louisville Courier-Journal by Paul Hughes)

April 25, 1948. The streetcars which in a century helped develop Louisville into a modern industrial city will stop clanging through the streets after next Saturday. If a coroner's jury ever sits over their demise, it will have to call them the victims of carbon monoxide poisoning--the exhaust fumes of automobiles and busses.

The automobile replaced the horse in the United States much more rapidly than it drove out the streetcar. The end of the 104-year life span of Louisville's streetcar transportation--steam, mule and electric--came almost exactly 40 years after the first automobile show here --April 24, 1908.

In 1920, the Louisville Railway Company operated more than 400 streetcars. After Derby Day--before their journal boxes will have cooled from the job of hauling their share of the Derby crowds out to Churchill Downs and back home again--the last 44 creaky trolleys that still remain in service will bow out. Pretty much beat up from 25 to 40 years of hauling people all over the city, these once-proud vehicles will be jammed together on some short stretch of spur track until they can be disposed of. Some will be converted into roadside hamburger stands. A few might become tool cars for some railroad construction crew. Most of them probably will end up as scrap metal. While they sit thus idle and neglected their place will be taken by Diesel buses and trolley coaches, giving, it is hoped, better, cleaner, and more efficient service.

Since about 1920, no new streetcars were purchased. In that time, however, the railway company bought 27 gasoline buses, 127 Diesel buses and 60 trolley coaches to run on 175 miles of transit routes in the city and suburbs. In that same period, the system gradually dwindled from its one-time 125 miles of single track until today it stands as but a ghostly shadow of its former self--10.116 miles.

Back in 1866, a Louisville booster wrote enthusiastically that no other city of a similar size in the world has half as many lines of street railway track as Louisville. And shortly before the first electric car was operated here (September 21, 1889), a railway company report showed 2,150 mules were in use in the city system.

The Brook-Chestnut line came in for more than local fame. It is said that Fontaine Fox, the cartoonist and a one-time Louisvillian, got the idea for his Toonerville Trolley from the old Brook Street cars.

The first rail venture in Louisville was the Louisville & Portland Railway Company's three-mile line that traversed Main Street. It used steam-powered cars. This line was chartered and opened in 1844 to handle passengers, baggage and some freight between about First Street and a point below the Falls. In those days before the canal was built, all through steamboat business was blocked by the Falls. Everybody and everything had to be unloaded, hauled around the Falls, and reloaded.

The line must have been poorly built, because in 1846 the Legislature authorized refinancing and reissue of stock, "the road being greatly out of repair." In 1864 Louisville City Railway was launched with horse-drawn cars. The following year, the Central Passenger RR Company was organized. It built lines along Fourth, from Main to Oak,

and Walnut, from Garden to 18th. Then in 1866, came the Citizens Passenger Railroad Company, which bought out the old L & P company and laid rails in Market Street from Woodland Gardens to 21st Street. Several smaller firms were chartered in this period, but in a series of consolidations the field was divided between two companies by 1872-- Louisville City and Central Passenger. After years of bickering and skirmishing, the Louisville Railway Company was formed in 1890 to take over the competitors.

Electrification was started in 1889, but was not completed until 1901. That is the year the last horse-car line, Walnut and Crescent Hill, was given up. Fear of high speed and early lack of safety devices kept the horses and mules on the job until then.

The streetcar system reached its peak in the 1920's, and then started to contract, with rubber and gasoline taking the place of tracks and electricity. The one-car Hancock Street line went early. Sometime in the 1930's the Brook-Chestnut-Fifth line was abolished completely. Then buses began to replace the trolleys. Broadway, Portland and Shelby, Preston and 18th, Walnut-Crescent Hill, Market-Clifton all went either to buses or trolley coaches. Then buses took over the Jefferson-Bardstown Road line, Oak Street, 12th, Sixth and Seventh Streets. Finally, the Chestnut-Barret succumbed, and then, only last year, Second.

That left Fourth Street, which the company had intended to retain permanently as a streetcar line. It planned to provide for it the new "rubber-tired" high-speed trolleys. A load of trams was shipped here on flatcars. A hubbub set in and, after a sort of plebiscite, in which the public indicated it wanted rubber instead of steel, they were swapped to Cleveland for new Diesel buses. Both they and trolley coaches henceforth will ply on the city's main stem.

The above story of Louisville's streetcar systems is less a history than a tragedy. It is typical of the tragic dirge which is being copied from coast to coast as cities think they are "modernizing" when they discard streetcars in favor of buses, after "a sort of" plebiscite. We dedicate this issue of The Fare Box to the electric streetcar. Long may it reign! Our thanks to Frank Greene for sending in the article on Louisville.

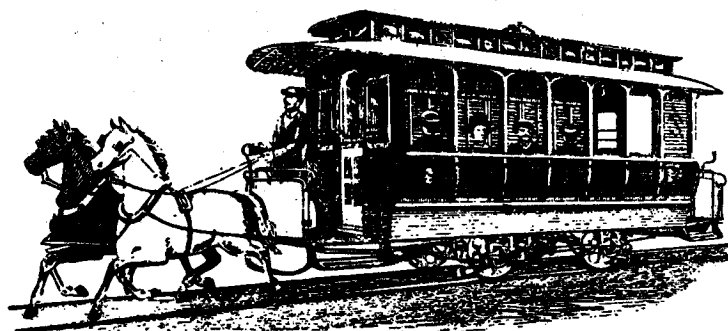
Mr. Harry L. Porter sends us some interesting information on the Douglas County Street Railway Co. and its token, which was discovered July 10, 1948. The token was used in Superior, Wisc., in the late 1890's. The company then reorganized and became known as the Duluth Street Railway Co. Later the name was changed to Twin Ports Electric Lines, and it is now known as the Duluth-Superior Transit Company. These tokens have been out of circulation for over 30 years, and they were destroyed as fast as collected after the company reorganized. The lettering on it is similar to that on the Sturgeon Bay Bridge tokens.

FOR SALE - MY COLLECTION OF 300 DIFFERENT TOKENS. MAKE CASH BID BY SEPTEMBER 1. ALSO SETS OF 5 DIFFERENT SAN FRANCISCO & OAKLAND TOKENS FOR 50¢. -- DON BUSWELL - 1812 CAMBRIDGE DR. - ALAMEDA, CALIFORNIA

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



Editors
J. M. Coffee, Jr.
D. M. Peebles, Jr.

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Nothing has happened since the August issue--insofar as transportation tokens are concerned--that warrants the use of a "headline" in this issue. Things have been deplorably slow, probably the old "summer slump."

One thing that should be noted now--before we forget it--is that the next meeting of our American Vecturist Association will be held Saturday, October 29, 1949, in the office of Max M. Schwartz - 134 West 58th Street - New York 19, N.Y. This will be mentioned again in the October issue, but we're giving you plenty of warning so that the usual excuses for absence by so many members will have the least possible basis. At this meeting, those present will go through the formality of electing the officers nominated at the last (Detroit) convention. Let's make this meeting the best yet. The New York meetings usually have the biggest attendance.

Collectors will doubtless notice that this issue of The Fare Box contains only six pages. This certainly isn't the fault of your Editors. We have written letters to a number of prominent collectors soliciting articles and news items--something unprecedented and something the Editors should not have to do. The response was meager to put it mildly. It wasn't the fault of those we wrote to--they have already written most of the Fare Box articles. How about some of the rest of you submitting articles to us? Give us the story of how you found your pet token; send us in a history of the horsecar and streetcar lines of your city, with an emphasis on the fare structure; give us the story of the old tokens of your city; send in any interesting comments, pet peeves, or gossip that comes to your mind...we need that kind of material to make this Fare Box what you want it to be--big and newsy. This is directed especially at you readers that we never hear from except when your issue arrives late. By far the most imperative news that our readers must furnish us is that of New Issues and Discoveries. To know of a new token and not to report it to your Fare Box is to be just as guilty of neglect as the Editors would be were they to forget to get out the issues! The size of The Fare Box depends on your contributions more than on anything else! It is because of this lack of material sent in by readers that we have given ourselves a larger than usual space for personal ads. Let's hope that this will not be necessary in future issues.

There have lately been several offers for sale of collections by prominent collectors. This is unfortunate, both for those who feel that they must dispose of their collections and for the hobby in general. It doesn't seem to us that the small pecuniary gain received for a transportation token collection nearly can compensate for the loss of the hours of enjoyment which it affords us. We earnestly suggest that those who are thinking of selling will think again--are the few dollars really worth it?

THE ALUMINUM ORANGE STREET BUS TOKENS

CONN 305 G and H will be found on just about every want-list inasmuch as there is only one of each in existence. They were used between 1920 and 1928 by the issuing company, when the outfit owned only three buses, and the three present executives were the three drivers. The numbers on the reverses of the tokens refer to the number of the bus on which that particular token was sold. There is a third token of this design, with a "2" on the back, but one of these has yet to come into a collector's hands. The fare at the time these were used was 9 for 50¢, and it was only recently raised from this rate.

The Check List valuation of one dollar was placed on them at the time they turned up due to the fact that I had optimistic hopes of finding others. It now is evident, however, that few if any more of them will appear. Although the President of the company remembers when "the whole basement was covered with those things," he has been unable to locate any beyond the two he reluctantly sold me for two dollars each.

The actual size of these tokens, by the way, is 19mm. in diameter--the same size as a penny--and not 18mm. as stated in the Check List. At the time I listed the tokens as 18mm., I had checked them with another 19mm. token Atwood listed as 18mm., so the fault is not wholly mine!

The Rochester (N.Y.) Transit Corporation has brought out a new bronze token; it is 16mm., with an "R" in the center; we cannot list it in this issue, however, because we don't have the exact inscription...The three zone checks listed in the July issue from Gaffney, S.C., may be fare tokens in their own right--at least the company sells them at the regular fare rates and refers to them as "tokens"... The Herring Cove (Alaska) tokens are actually from Ketchikan, not Kodiak...All the Northern Bus fibres from Ketchikan have always been ALL RED...The new discovery listed in this issue from Prescott, Ariz., was used as a fare between the U.S. Government hospital at Whipple, and Prescott; it is believed the token was used sometime in the 1920's...Capital Transit in Washington, D.C., is exhibiting all forms of transit used in Washington--from omnibus through horsecar and cablecar to modern streamliner--in the past 100 years, as its participation in "Transit Progress Day" - September 12; other cities will have similar observances.

In the next (October) issue of The Fare Box, we hope to run as complete as possible a listing of manufacturer's samples. These make an extremely interesting sideline of collecting, and there are lots of them. Please cooperate and report any you have to The Fare Box.

THE NICHOLS HILLS TOKEN

This interesting and primitive-looking emission from Oklahoma City was used in 1936 only, and sold at the rate of 12¢ each. They were used on buses operated by the Nichols Realty Company to connect their Nichols Hills development with the City.

HERE ARE A FEW DUPES I'VE BEEN TRYING TO GET RID OF: Nichols Hills...Jackson, Tenn., horsecars...Jacobs Creek, Pa., 19mm. bridge token...Dayton, Ohio, postoffice token...NY 945 F...Waterloo, Iowa, 23mm. school token...Plattsburgh Traction... many, many more in stock. What am I bid in trade or cash? NOTE NEW ADDRESS:
J. M. COFFEE, JR. - P.O. BOX 334 - NEW HAVEN, CONN.

LIST OF UNIDENTIFIED TRANSPORTATION TOKENS

1. WM 16 St-sc White Star Omnibus Company
Good For One Fare
2. WM 24 Sd Auto Bus Line Mitchell & Olson
Good For One Way
3. B 16 pc J.J.T.M. Good For One Ride
(same as obverse)
4. WM 23 C Crosstown Express Inc.
Good For One Fare
5. Bz 23 C Crosstown Express Inc.
Good For One Fare
6. A 19 Sd County Motorbus Co. E. R. Rush
Good For 1 Fare
7. Fy 40 Sd J. A. Maddox Transfer Phone 55 Good to Return
(blank)
8. Fb 40 Sd J. A. Maddox Transfer Phone 55 Good to Return
(blank)
9. Fb 40 Sd Nevins & Mallery Bus Line Not Good From Depot to Hotel
Good From Hotel to Depot Baggage 1234567890
10. B 28 Sd Good For One Ride W. Smyth
(blank)
11. B oc Sd Terhumes Yellow Bus Line
Good For 1 Fare
12. B sq Sd Graham & Luke Buss Line
Good For One Ride From Constans House to Depot
13. B 25 Sd Car Fare Exchange 5¢
(blank)
14. B 35 Sd Newberry's Bus Line Good For One Ride From Hotel to Depot
(blank)
15. B 29 Sd Newberry's Bus Line Good For One Ride From Hotel to Depot
(blank)
16. B oc Sd L & J Bus Line
1 Trip
17. WM 21 Sd Depot (streetcar)
(same as obverse)
18. WM 23 C-sc Checker Taxi Co.
Good For One Zone Fare
19. B 21 Sd Good For 1 Ride at Stock's
(blank)
20. B 39 Sd Alaska Home Railway Company 8¢
(blank)
21. B 25 Ch Good Only On North Side Bridge Foot Pass.
R. L. Orr Supt.
22. K 26 Sd Hill & Horner Trans. Co. Inc. 10¢
(same as obverse)
23. B 25 Ch U. S. Navy 12 N.D.
Fare Token
24. B 29 Sd King & Holden Auto Hack Line
15¢ One Way - Round Trip 25¢
25. B 25 Sd S.A.R.T. St. R.R. Co. ½ Fare School
(blank)
26. A 21 Ch Ware Harris Bus Line
Good For One Fare 5¢
27. WM 16 D Dent Coach Lines
Good For One Fare
28. Bz 23 Bar Bay Park Bus Line Inc. Female
Good For One Ride Female
29. A 20 Pc Twin Lakes
Good For 1 Ride
30. A 24 Sd Interurban No. 1
Interurban No. 2

(LIST OF UNIDENTIFIED TRANSPORTATION TOKENS -- Continued)

- 31. B 25 Sd Lanier Taxi Service
Good For One 25¢ Ride
- 32. B 23 T-sc East Side Only
Good For One Zone Fare
- 33. A oc Sd W. R. Ervin
Good For One Fare
- 34. B 29 Sd Ferry Check 1 Single Rig A. & I. T. & F. Co.
(blank)
- 35. B 24 Pc F. T. A. M. Pike N.Y. J. C. Lillibridge
(blank)
- 36. B 23 Sd Cook Transportation Co.
Good For One Fare
- 37. B 28 Pc Bus Fare I.N.W.
(blank)
- 38. B 20 Sd ILOILO Transportation
I T CO

The above constitutes a complete listing of transportation tokens for which the issuing locality is unknown. Any information as to origin of any of them will be greatly appreciated. Collectors are urged to refer to the unidentified tokens by the number assigned, as it is permanent.

THE ALUMINUM STURGEON BAY BRIDGE TOKEN

By Kenneth Smith

I was looking around via mail in Sturgeon Bay for a Sturgeon Bay "A" brass token when I stumbled across an old woman nearly 80 who was running a boarding house. When this Sturgeon Bay Bridge Co. was first formed, her husband worked for it and they started to use aluminum tokens, but after a few months they switched to brass ones and called in all the aluminum ones and destroyed them. Her husband put aside three aluminum ones, all three of which I bought from her. Until I discovered these three tokens in aluminum, they were unknown in that metal (Summer of 1947 I found them). These three tokens went into (1) my collection; (2) Atwood's; (3) Cooper's. Up to now no other aluminums have shown up so it is a safe bet that there are no more than three of them in existence. Of course the brass ones are more common---probably about five or six in existence. The reason they changed to brass was that the aluminum ones were getting bent and damaged too much.

After getting these tokens I wrote her about obtaining some data for me. After a long delay she wrote me and asked if I still wanted this information and, if so, she would send it to me. I wrote her back and said that I still was desirous of obtaining it. About a week after I wrote back I was reading the morning paper and noticed, on the first page, a story of a brutal slaying of an old lady in Sturgeon Bay by a roomer for money, and then I looked at the name---it was hers! There went my story. I tried later to get this data only to have the Sturgeon Bay police jump on me, and they even had the Minneapolis police check on me. Never could get that data.

This shows that you never know what will happen when you start to look for a token. A guy can even get tangled up in a murder!

The aluminum Sturgeon Bay bridge token is WIS 870 B. The Check List lists both "A" and "B" as brass. Only "A" is brass; "B" is aluminum. Correct it now, not later.

NEW ISSUES

- Wilmington, Delaware (R. Winant)
 WM 16 W Delaware Electric Power Co.
 Good For One Fare (copper-plated)
 WM 16 W Wilmington & Philadelphia Tr. Co.
 Good For One Fare (copper-plated)
 WM 16 W Delaware Coach Company
 Good For One Fare (copper-plated)
 S 16 W Delaware Coach Company
 Good For One Fare (copper-plated)
- Jeffersonville, Indiana (W. Black)
 WM 20 Bar Jeff Coach Lines Jeffersonville, Ind. (BUS)
 Good For One Fare (BUS)
- Clinton, Iowa (A. Allen)
 B 23 Bar Clinton Street Railway Co. (BUS)
 Good For One Fare (BUS)
- Kansas City, Missouri (F. Greene)
 WM 16 Bar Kansas City Public Service Co. (STAR)
 Full Fare J. A. Harder Treas. (STAR)
- St. Louis, Missouri (W. Black)
 WM 16 U United Railways Co. of St. Louis 1918
 Good For One City Fare (copper-plated)
- Grand Forks, North Dakota (R. Koller)
 WM 16 Bar Grand Forks Transportation Co. (BUS)
 Good For One Fare (BUS) (copper-plated)
 S 16 Bar Grand Forks Transportation Co. (BUS)
 Good For One Fare (BUS) (copper-plated)
- Hazleton, Pennsylvania (M. Sumar)
 B 16 Sd Hazleton Auto-Bus Company H
 Good For One Fare H
- Fairmount, West Virginia (R. Koller)
 B 16 Sd C T Co Good For One 10¢ Fare
 (same as obverse) (silver-plated)
- Huntington, West Virginia (C. Cook)
 WM 16 Bar Ohio Valley Transit, Inc. O.V.T.
 Good For One Zone O.V.T.

NEW DISCOVERIES

- Prescott, Arizona (W. Whitfield)
 B 24 Sd Prescott - Whipple Stage Line Operated by Jno. F. & W. C. Sills
 Prescott, Ariz.
 Stand - Biles - Lockhart Store One Way Fare
- Petersburg, Virginia (D. M. Peebles)
 A 25 Sd M. B. Bus Line
 Good For 10¢ In Trade (octagonal)

VIRGINIA NOTES

One of the scarcest tokens from Virginia is 500-K. While this item was listed by Mr. Atwood at 10¢, there are only three now in existence, and the proper price is about \$5.00. The Lynchburg Rapid Transit Company was a two bus line which operated between 1921 and 1927 in Lynchburg. The tokens were sold at 6¢ each, according to best information. One of these tokens was recently purchased by a collector for \$4.00, thus illustrating its actual value.

Although the Norton and Big Stone Gap tokens are listed at face value, I certainly would like to know where they can be obtained for anything near that price. The company does not answer mail, and as a rule, money is never returned. Norton and Big Stone Gap are relatively small towns in the coal mining areas, and are not located on a main line railroad.

After examining several dozen Sandston Ry. tokens that I have had for some time, I find that, while some tokens have different appearances, when they are cleaned up a bit, all are bronze. It might be a good idea for those collectors who have bronze and "copper" tokens to clean both up, and see if there really is a difference. A "Fibreglas" eraser is suggested.

D.M.Peebles, Jr. 2912 Cortland Place, N.W. Wash-DC.

I NEED MORE CORRESPONDENTS AND HEREBY SOLICIT YOUR WANT LIST. MANY HARD-TO-FIND DUPLICATES ON HAND—ONLY ONE OR TWO OF MOST, HOWEVER. CHECK THESE:

S.S.Bus Line ... McIntire Lines and Liners, Norman Okla. ... W. M. & A. 15¢ and 20¢ fibres ... P. H. & C. P. Ry of Petersburg ... Maitland Bros. Bus Line (Va. 620-C) & M. B. Bus Line (Va. 620-L) ... Steel Merrill, Wisc. Employee, also WM ... 26th St. Ferry ... W.M.&A.Motor Line (D.C.500-H-I-K-L-and-M).... Louisville City Railway (21 mm School Tokens) ... Bridge Transit Co. (21 mm.) ... A. B. & W. No. 7, (very scarce) ... Bernacchia Bros ... Star Cab Co. ... A. B. & W.—WM 20 V ... Texas Electric Ry—23mm

MANY, MANY OTHERS

Be sure to send along your want list, so I can look over everything. I will send mine by return mail.

WANTED— HIGHEST PRICES PAID

For any of the following:

Berkley, Va. A & B ... Fredericksburg ... Any Naval Base (Norfolk, Va.) items ... Petersburg, Ports'th; Richmond or Roanoke "A" ... Merrill, Wisc. "A" ... Long Island City "B" and "F" ... Freeland, Pa. "A". Also, any other old or scarce tokens, as well as the common ones. We should be able to make a deal.

ANYONE DESIRING TO SWAP LOTS OF 100 DIFFERENT FOR THE SAME, SEND A POST CARD AND I'LL SEND YOUR LOT IN THE MAIL AT ONCE. SOME FAIR TOKENS ENCLOSED.

D. M. PEEBLES, JR. A. V. A
2912 CORTLAND PLACE, N. W. WASHINGTON 8, D.C. #13

THE FOLLOWING LIST HAS BEEN COMPILED WITH THE HELP OF MANY VECTURISTS, FOR WHICH, MANY THANKS.

COMPANIES WHO DO NOT SELL COLLECTORS—KEEP OR HOLD CASH FOR LONG PERIODS.

ALABAMA

Gardiner Bus Lines

CONNECTICUT

City Bus Lines, Inc.

INDIANA

Terre Haute City Lines, Inc.
Vincennes Transit, Inc.

IOWA

East Dubuque Electric Co.
W. C. F. & N. Railroad

MICHIGAN

Petuskay Transit Lines

MISSOURI

Sedalia Bus Co.

NORTH CAROLINA

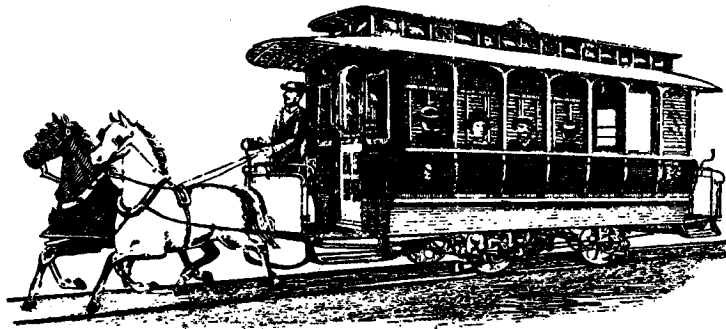
City Transit Co. (Elkin)
Safe Bus Co., Inc.

THIS LIST CONTINUED IN OCTOBER. Care was used in preparation of this list, however we accept no responsibility for matter herein

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



Editors
J. M. Coffee, Jr.
D. M. Peebles, Jr.

Publication Address
P. O. Box 4835
Washington 8, D. C.

VOLUME 3

OCTOBER, 1949

NUMBER 10

Well! At last you are reading your copy of the October Fare Box--about fifty days late. There have been numerous reasons for this unfortunate delay, and most collectors know these reasons. The following should satisfy the curiosity of most:

THE PRESIDENT OF THE AMERICAN VECTURIST ASSOCIATION ANNOUNCES THAT MR. D. MEADE PEEBLES, JR., HAS BEEN RELIEVED OF HIS DUTIES AS CO-EDITOR OF THE FARE BOX. UNTIL FURTHER NOTICE MR. JOHN M. COFFEE, JR., WILL ACT AS SOLE EDITOR THEREOF, AND ALL COMMUNICATIONS REGARDING THE FARE BOX ARE TO BE ADDRESSED TO MR. COFFEE AT P.O. BOX 334 - NEW HAVEN, CONNECTICUT.

I am indeed sorry to lose the services of Mr. Peebles; and to take this opportunity to thank him for the service he has rendered the hobby by making especially large issues of this news-letter possible, seems altogether appropriate. Let no one be deluded into thinking that it is any simple matter to put this Fare Box out. It is a lot of hard work, and takes a lot of time. Mr. Peebles simply found he did not have the time to carry on.

Now that I am handling the situation solely, I trust collectors will continue to send in articles and items of interest. Be sure to send them to my address here in New Haven, Connecticut (P.O. Box 334). We are closing the Washington address. I shall do my best to bring you at least six pages each issue, and as many more than that as material and space permit, under the circumstances. One thing: I positively guarantee that you shall receive the issues ON TIME. The issues shall be mailed out by the tenth of their respective months. So let's get together and make the 1950 issues the best volume yet. Remember it is crucially important that you contribute! I can't fill six pages by myself month after month.

In order to increase interest and stimulate the hobby in general, I am willing to publish notices for members of the AVA of not more than five lines per insertion. There will be no charge for these, and this seems an ideal way to get rid of some of your duplicates. You may make any kind of offer: buy, sell, or trade. This, then, amounts to free ads for members of the AVA, for there will be no charge for this service. Non-members will continue to pay the regular ad rate. In case I am swamped with ad copy by members (a doubtful occurrence), those received earliest will be given preference, and those left out of one issue will get first preference in the next. Under no circumstances will there be more than one page of these. It is going to be my policy to make this news-letter truly YOUR publication. Use it to communicate with the hobby; send in articles on any subject relative to the hobby. I promise to publish anything sent in if it is reasonable, subject only to the limitations of space. The more you send in, the bigger the issues will be.

The main purpose of this (October) issue is to inform our subscribers that we

(continued from page one)

are still here, and that The Fare Box is most certainly going to carry on. Only the most important and timely news and announcements will be made in this issue. I shall continue the news in the November issue, which shall be sent to subscribers within a few days. The December issue, I hope, will be mailed by the tenth of that month. Starting with the January issue, things shall definitely be running on a smooth schedule.

The quarterly convention of the American Vecturist Association, held in New York on October 29, was highly successful and well attended. More details of this meeting shall appear in the November issue. It was decided that the next meeting of the A.V.A. will be held at the home of Miss Ione Kibbe - 497 Fern Street - West Hartford, Connecticut. This meeting is scheduled for January 28, 1950, at Noon.

The Seattle Transportation Token Club held its regular monthly meeting for September on the ninth. There were seven members and one guest, Mr. R. H. Brown of Pittsburgh, present. The annual election of officers was held, and the following were elected: Donald B. Johns, President; Cecil Jefferson, Vice President; Mary Lake, Secretary. The new officers were installed at the October meeting. The retiring first President is to be commended for his fine work and leadership in the first years of the club's existence. He has been very instrumental in making the organization a success.

Members of the Seattle Transportation Token Club living in Seattle entered an exhibit of fare tokens at the Western Washington State Fair held at Puyallup September 17-25. This is the largest fair held in the State of Washington. The exhibit was enjoyed by the many thousands who viewed it, and it was one of the most popular exhibits at the fair. The Superintendent said that everyone enjoyed seeing this type of hobby. For their efforts, the members of the Club were awarded a Bronze Medal--one of the highest awards given to a club. The exhibit was set up by Cecil Jefferson and Ed Rudolph; they also made all of the arrangements for the exhibit.

LOREN BARTLETT exhibited two frames: one with a picture of a horsecar with horsecar tokens in it; the other was a frame with assorted foreign tokens and tickets. CECIL JEFFERSON exhibited three frames: (1) a frame of the Nuremburg pictorial fare tokens; (2) a frame with the letters STC made up with 23mm. tokens; (3) a frame of California tokens. GUS NILSON exhibited a frame of all of the Washington tokens. BOB CHAMBERLAIN exhibited two frames showing pictures of streetcars of the Northwest and the tokens and transfers used on them. PAUL FOUTS exhibited a frame of old horsecar tokens. MARY LAKE exhibited a frame of British celluloids. CECE MEYER exhibited a frame of all types of the British celluloids. DON JOHNS exhibited a frame of tokens from all over the United States. In it were representatives of the oldest and newest tokens. ED RUDOLPH exhibited three frames: (1) Tokens from Denmark on a background of the Danish flag; (2) Tokens from Sweden on a background of the flag of Sweden; (3) Every type of token used (bridge, bus, transfer, etc.) with a slogan about hobbies spelled out with tokens. There also were pictures of a horse car and a trolleybus to show primitive and modern travel.

Anyone wishing to join the Seattle Transportation Token Club may obtain information and application blanks by sending a request--even a penny postcard is OK--to the secretary, Mary Lake - 609 Peoples Building - Seattle 1, Washington.

The mail auctions of this club are famous for the good tokens in them. Membership is open to anyone--and only members may bid in the mail auctions. We hope to run lists of prices realized in The Fare Box on these auctions--because I believe that only by keeping acquainted with the latest prices tokens are bringing will the fare token collectors really be well versed with true values of their tokens.

REMEMBER THE NEW ADDRESS OF THE FARE BOX - P.O. BOX 334 - NEW HAVEN, CONNECTICUT

NEW ISSUE PROBLEM FINALLY CLEARED UP

It is very gratifying to announce that arrangements have been completed by a group of vecturists to purchase all the rights of the publisher in the "National Check and Premium List of All U.S. Transportation Tokens," otherwise known as Atwood's Check List. These transactions were completed with the whole-hearted cooperation and approval of Mr. Atwood.

As a result of such arrangements, the list will hereafter be distributed exclusively by Max M. Schwartz, 134 West 58th Street, New York 19, N.Y., who is prepared to fill all orders immediately. The list, including the replacement sections for Connecticut, Georgia, Kentucky, Minnesota, and Virginia, will now sell for \$3.50, postpaid, prepaid.

Some of the important results of such arrangements are as follows:

- (a) The Check List and all publication rights therein are now owned by vecturists.
- (b) The Fare Box will again shortly resume the publication of supplements, changes, revisions of prices, etc.
- (c) Mr. Atwood will shortly release for publication serially in The Fare Box his check list of foreign tokens.
- (d) Vecturists who have any differences with the publisher concerning the sale of The Check List or any revisions will receive satisfaction from the distributor. Collectors who have paid for lists or the five revisions named and who have not received them should immediately communicate with Mr. Schwartz, setting forth the details. If the situation warrants, such default will be rectified. Many collectors have received these revisions, or some of them, and have not paid for them. In such case, please make payment to the distributor, who will credit the amount received to the account of the publisher.

It is expected that the revisions of Illinois, Indiana, and Massachusetts and the new printing of Canada will be completed soon by the original publisher, in accordance with his agreement. When that has been done, an appropriate announcement will appear in these columns, and no orders will be accepted therefor until that time. Some collectors, however, have prepaid for this second group of revisions. Such as have should immediately communicate the fact to Mr. Schwartz, so that he may be guided thereby.

NEW ISSUES

I expect to have a new policy in respect to new issues very shortly. Details of this will doubtless be announced in the November issue. Frankly, it is hoped that new issues will be sent directly to Mr. Atwood, who will send them to The Fare Box with their proper numbers and letters. In this way, the duplication which has occurred in the past will be no more, and collectors will have the proper number and list price of a token as soon as they are made aware of its existence. Inasmuch as we have no definite word on this plan as yet, however, I am listing those new issues which I do have in the conventional manner. Unfortunately, Mr. Peebles misplaced a large list of new issues which were to be listed in this issue. In consequence of this unfortunate loss, I can only list a few--those which I do have. These appear on the back page.

In regard to CONN 305 G and H which I said were unique in the last issue: I have since met a gentleman--Mr. W. C. Hofmann of New Haven--who also has both these tokens. Mr. Hofmann is a new collector, but knows a lot about the history of some old Connecticut tokens.

NEW ISSUES

Dothan, Alabama (C. Cook)
 Bz 23 Bar Dothan Bus Company, Inc. (bus)
 Good For One Fare (bus)

Tuscaloosa, Alabama (A. Jordan)
 Bz 23 D Druid City Lines
 Good For One Fare

Savannah, Georgia (R. Atwood)
 WM 16 Sd Savannah Transit Co. One Fare in Azalea Land
 (azalea)

Valdosta, Georgia (A. Jordan)
 WM 16 Bar Valdosta Coaches, Inc. Valdosta, Ga. (bus)
 Good For One Ride (bus)

Champaign, Illinois (R. Atwood)
 WM 23 Bar Champaign City Lines, Inc. (bus)
 Good For One Fare (bus)

Columbia Heights, Minnesota (K. Snyder)
 Bz 23 Bar C.T.C. P.B.L. (bus)
 Commutation Value Park Bus Line Columbia Transit

St. Louis, Missouri (F. Greene)
 WM 16 U United Railways Co. of St. Louis 1919
 Good For One City Fare (2 varieties) (copper-plated)

WM 16 U United Railways Co. of St. Louis 1919
 Good For One Fare Rolla Wells Recvr. (copper-plated)

New York, N.Y. (D. Peebles)
 B 23 Sd New York City Transit System BMT Division Transfer Token
 Issued In Exchange For Transfer (entirely new design)

Rochester, New York (F. Johnson)
 WM 16 B Rochester Transit Corp. Rochester, N.Y.
 Good For One City Fare (bronze-plated)

Fayetteville, North Carolina (R. Atwood)
 Bz 23 Bar City Rapid Transit Co. C.R.T.
 Good For One Fare C.R.T.

Roseburg, Oregon (R. Atwood)
 B 16 Ball Roseburg Transit RT
 Good For One Fare RT

UNIDENTIFIED (A. Jordan)
 WM 23 Ball Dixie Hills Transportation D
 Good For One Fare D

NEW DISCOVERIES

North Olmsted, Ohio (C. Cook)
 A 29 Sd North Olmsted Bus Line School Ticket (incuse letters)
 (blank)

A 29 Pc North Olmsted Bus Line School Ticket (incuse letters)(5mm. hole)
 (blank)

A 25 Sd North Olmsted Bus Line
 School Ticket

Fr 25 Sd North Olmsted Bus Line
 School Ticket

B 24 Sd North Olmsted Bus Line
 School Ticket

B 25 Sd North Olmsted Bus Line
 School Ticket (this is an error, and is the only one still in use)

UNIDENTIFIED (W. Whitfield)
 B 16 Sd Chamber of Commerce ~~1/2~~ Redeemable At Any Pike Co.
 (blank)

REMEMBER - ADDRESS ALL COMMUNICATIONS REGARDING THE FARE BOX TO THE EDITOR:-

JOHN M. COFFEE, JR.

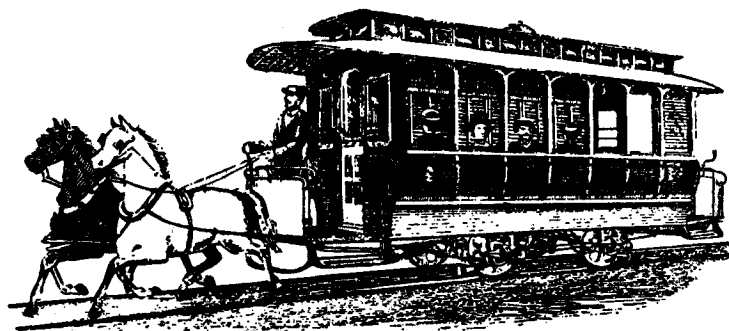
- P.O. BOX 334 -

NEW HAVEN, CONNECTICUT

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Publication Address
P. O. Box 4835
Washington 8, D. C.

VOLUME 3

NOVEMBER, 1949

NUMBER 11

NOTICE - As long as the present stationary holds out, the old address will appear, of course, in the masthead. I do not want to ruin the appearance of the front page by trying to cover up the obsolete portions of the masthead with "X's." So please remember to send all material intended for The Fare Box or its Editor to the Editor: JOHN M. COFFEE, JR. - P.O. BOX 334 - NEW HAVEN, CONNECTICUT

SEND ALL NEW ISSUES TO ROLAND C. ATWOOD

President of the A.V.A. Max M. Schwartz has announced the appointment of Roland C. Atwood as Chairman of the New Issues Committee. Mr. Atwood will be the sole member of this committee, and the exact description of all new issues and discoveries should be sent to him, and not to The Fare Box. Mr. Atwood will then immediately incorporate the listing of the newly discovered token into a supplement to his National Check and Premium List, and the supplement will be promptly published in The Fare Box. It is hoped that much confusion and misunderstanding will thus be eliminated. Consequently there will no longer be any page of new issues and discoveries in The Fare Box. There will, however, be at least two pages of supplements, with official numbers, letters, and prices, in every issue of The Fare Box.

Mr. Atwood is undoubtedly the one collector who is unreservedly qualified to undertake this task, and The Fare Box is glad to remove this headache from its province to more capable hands. Consequently, I repeat, please send your reports of all new issues and discoveries to Mr. Atwood as soon as you make the discovery. Send him the exact size of the token in millimeters, the device in the center, the metal of which the token is made, and the EXACT wording on EACH side of the token. Please state whether the token is in use at the time discovered or not. If it is not in use, please include such information as is possible to verify the locality. If the token is in use, please include the rate of fare at which the tokens are sold by the company, and whether or not the company will cooperate with collectors who wish to buy the token directly by mail. This may seem a cumbersome task, but it is actually of little trouble to anyone, and of great importance to the hobby.

Although you should send the descriptive details of new issues and discoveries to Mr. Atwood, please remember to send articles of interest about the token and how it was found to The Fare Box.

Members of the American Vecturist Association are reminded that their 1950 dues of \$2.00 (which includes subscription to Fare Box) should be sent to the Secretary. Mr. Kimmons will mail membership cards immediately upon receipt of your dues:

E. L. KIMMONS

521 EAST LIVE OAK STREET

AUSTIN 22, TEXAS

As of October 1, Jackson, Mississippi, installed a new WM 23 bar token, which sells at the rate of 3 for 20¢; this supersedes the former fare of 5¢ straight; the children's fare of 10 for 25¢ was eliminated...on Sept. 17 the Key System installed an 11¢, 10 for \$1 fare arrangement; these may be tokens, but not certain yet...the tokens of the Fonda, Johnstown & Gloversville RR Co. (NY) are now obsolete; the company was granted an increase which involved the elimination of the 5 for 40¢ tokens...No issue would be complete without mention of the battle being waged in the Nation's Capital over radios in transit vehicles--this has been the most controversial subject in Washington since cable cars; latest reports have it that the people opposed to radios are winning their battle; a hearing held on the matter nearly turned into a riot when supporters of the radios suggested the opponents might be mentally unbalanced; Washington seems to be the only city having such troubles over such an issue--everywhere else radios seem to be welcomed by the riders...the Supreme Court of Alabama has denied a fare increase for the Birmingham Electric Co.; hence the refund tickets the company has been issuing are valid for redemption...the fare in Tacoma, Wash., has been raised from 10¢ to 12¢, convenience tokens will be sold at 12¢ each in packages of 5 and 10...the fare rate in Kenosha, Wisconsin, has been raised from 4 tokens for 25¢ to 4 tokens for 30; this was effective October 11...Indianapolis Railways, Inc., celebrated recently its 85th anniversary: it began operation October 3, 1864, with mule cars on a one-mile line from the Union Station to what is now Military Park (presumably as the Citizens St. R.R. Co.).

The WM 16 bar Ohio Valley Transit, Inc. O.V.T. token listed in the September issue as being from Huntington, W. Va., was incorrectly attributed. This company is independent of the Ohio Valley Bus Company of Huntington. The token is actually from WELLSBURG, W. VA. The address there is 2200 Charles Street--but I can't guarantee that they are the cooperative type.

As of November 29, I have not yet received the list of prices realized for the Seattle Transportation Token Club mail auction. I hope to have it in time to publish in the December issue. This list should prove enlightening to many collectors.

It is my hope to mail a copy of the December issue to every known transportation token collector. Consequently, it should reach about three times as many persons as it does now. If you want your ad to reach plenty of collectors, the December issue is the time to run it--remember, it's free to AVA members. I should like to make this issue especially large and newsworthy, to entice some more collectors into the AVA fold--so how about sending in some articles for it. I shall probably mail it about December 12.

Mr. Atwood has informed me that U.S. supplements and the beginning of the foreign check list are now ready. These will undoubtedly be run in the December issue.

Recently the Editor acquired the rare token from Covington, Georgia, of which there are now only two known (to the best of my knowledge). The token is rather worn, but not so much that the correct obverse inscription cannot be made out. This should read "C & O ST. RY. COVINGTON GEORGIA". Mr. Atwood apparently did not notice the word "GEORGIA"--but it's there. Of interest are excerpts from the letter of the person from whom I bought the token: "One day I decided to go through all the toys and I found it (the token) in a box of everything imaginable that children won't let their mothers throw away. I had no earthly idea where the coin came from, so I asked my husband last night. He said he had found it in the machine drawer years ago when he was a young boy, and had kept it all these years in a box of 'first one thing and then the other.'" So you see, 'tokens are where you find them.'

If any collector has OHIO 590 A will he please contact me? I have over 30 want-lists from over 30 collectors, but all need it. Someone must have the thing.

TRANSPORTATION IN AKRON
(from an article in the Akron Beacon Journal)

The history of transportation in Akron goes back to the time when Indians forged the old Portage trail on their way south.

The white man settled here, traveling by horse and canoe until the first boat, the "Ohio," was launched here on the old Ohio Canal in 1827. The Pennsylvania-Ohio Canal was opened 14 years later.

The first railroad, Akron branch of the Cleveland and Pittsburgh Railroad, was opened in 1852 and ran from Hudson to Akron and later ran to Orrville and Columbus. It is now a part of the Pennsylvania Railroad.

By 1860, the canals had been pushed out by the railroads.

Early residents found they could get into and out of Akron easier than they could get around within the city itself. The first intra-city line was started in 1882 but was a flop. The first line was called the "herdic" line and ran on Howard and Main streets from Federal to the southern end of the city. General Jack Casement started an electric line in 1888. Later F. A. Seiberling entered the street railway picture by trading a building block for the then existing electric railway facilities. This was followed with a traction war between Seiberling and Tom Walsh. Seiberling went on to found the Goodyear Tire & Rubber Company. Years of litigation, purchases, mergers and other maneuvers followed as the Northern Ohio Traction & Light Co., and later the Akron Transportation Company emerged. All the while street cars were being replaced by buses, many designed at the Twin Coach Company in Kent.

In 1948 the Akron Transportation Company system traveled 7,817,714 miles and carried 52,939,107 passengers.

While the above article on Akron leaves much to be desired, it is the best we were able to obtain on that city's transit history. Thanks to Chris Cook for sending it in. How about sending in the history of rail transit in your city? Use a newspaper clipping, or get the information by your own research.

MAVERICKS LOCATED

Many thanks to Mr. D. B. Johns, President of the Seattle Transportation Token Club for forwarding this information to us. Mr. Johns received the information from Mr. E. L. Tomberlin, a transit photographer and expert on transit history.

(Numbers are from the list of unidentified tokens published in the September Fare Box.)

1. Ponce, Porto Rico. This company is now known as the White Star Bus Company, and is a local independent bus service.
11. Watertown, S.D. This is a long forgotten bus service which was later succeeded by the Lake City Bus & Taxi Co., also long since abandoned.
20. Valdez, Alaska. A former small steam railway in and near Valdez around the turn of the century.
28. Bay Park, L.I., N.Y. Check the Bay Park - East Rockaway Bus Line of 22 Adams Street, East Rockaway, N.Y., for information.
36. Logan, Utah. A Local bus service operating in Logan and surrounding Cache Valley.
34. The A. & I. T. & F. Co. may be the old ferry between Ashland, Ky., and Iron-ton, Ohio. Someone should check up on this data. The "T" in the initials may stand for terminal or transportation. The "F" probably is for ferry.

WANTED TO BUY - Early tokens such as stage coach, horsecar, toll road, footbridge, celluloid, vulcanite, and similar pieces.

F. M. Church - 700 Seward Avenue - Detroit 2, Michigan

HAVE THE FOLLOWING obsolete Baltimore tokens to trade for other tokens: MD 60 A, B, D, R, X, Y, O, AA, DD, EE, FF, GG, HH, II, JJ. Send me list of tokens offered of same value. - B. H. Baake, Jr. - 2922 Chenoak Avenue - Baltimore 14, Maryland

200 DIFFERENT TOKENS FOR \$16.00 postpaid. Will exchange 100 different tokens for 100 16mm. tokens not all necessarily different.

Kenneth Smith - P.O. Box 888 - Big Spring, Texas

How about sending in your notice for The Fare Box. Up to five lines, and it's free to AVA members (others pay regular ad rates as listed in the August issue). As you can see there's plenty of room for more. I'll run up to a page of them.

IMPORTANT NOTICE: I failed to mention Mr. Roland Atwood's address on the front page. Here it is; send all new issues to this address:

ROLAND C. ATWOOD - P.O. BOX 621 - HOLLYWOOD 28, CALIFORNIA

The Connecticut Public Utilities Commission has announced that the Connecticut Company and the Connecticut Railway and Lighting Company (C R & L) will be under no obligation to redeem tokens after December 31, 1949. Prior to that date, outstanding tokens may be redeemed at the rate of 25 cents for three tokens or, in lesser units, for eight cents per token. Collectors should take advantage of this opportunity to get rid of these things. They are worthless as duplicates: even the novice of a few days has these tokens. Eight cents is a gift for one of them!

TRANSIT IN THE TWIN CITIES

The first streetcars in Minneapolis and St. Paul were horse-drawn, and went into operation July 15, 1872. The first car started over a track a total of 2 miles long. The streetcar company consisted of six cars, operated by 14 men and 30 horses.

The first electric tram was put into service on the Fourth Avenue S. line in Minneapolis on December 24, 1889. For the next decade the streetcars had to contend with severe bicycle competition which cut sharply into the trolley revenue, but failed to stop the expansion of the system. Double decker streetcars were operated in 1906 to Lake Minnetonka. This was part of the longest line in the system, extending westward to Tonka Bay on the western shores of Lake Minnetonka. The double deckers proved so weighty eventually, that streetcar officials junked the cars because of wear on trolley wire and rails. The cars, after having their upper stories removed, were put into service as regular streetcars.

The Twin Cities are now among the few fortunate cities which are wise enough to retain rail travel. They use ultra modern streamlined PCC cars--the ultimate in modern mass transportation.

(From a TWIN CITY LINES ad sent in by Kenneth Snyder)

There is a new issue from Pittsburgh, which went into use at 5 a.m., Wednesday, November 23, 1949. They sell at the rate of 5 for 60¢, or 12¢ each (being, apparently, only a convenience token). These new rates followed months of bickering and court and PUC battles. Collectors desirous of obtaining the new issue may do so by writing Mr. John M. Mackie, Jr. - 1315 N. Franklin St. - Pittsburgh 12, Pennsylvania. Mr. Mackie will send them at the regular rate plus postage. The token is WM 20 Bar, PITTSBURGH RAILWAYS CO. (PCC CAR) / TOKEN FARE PRC (WINGED EMBLEM). Take this opportunity to save the company a lot of trouble, and yourself a lot of time.

LIST OF MANUFACTURERS' SAMPLES

(All reverses say "good for one fare" except the Bell Register tokens, which say "Springfield Mass." on the reverse.) (other exceptions noted)

1. B 16 A Allocated Metal Tokens
2. B 16 L " " "
3. S 16 S " " "
4. Z 16 H " " "
5. WM 16 5-sc Bell Register, Inc.
6. WM 16 6 " " "
7. WM 16 6-sc " " "
8. WM 16 7-sc " " "
9. WM 16 8 " " "
10. WM 16 10 " " "
11. WM 16 11-sc " " "
12. WM 16 12-sc " " "
13. WM 16 13-sc " " "
14. WM 16 14-sc " " "
15. WM 16 15-sc " " "
16. WM 16 Sq-sc L. F. Grammes & Sons Inc. (reverse: "Allentown, Pa.")
17. WM 16 F Johnson Fare Box Co. Chicago (2 var. - large & small letters)
18. WM 16 Ball Johnson Fare Box Co. JFB (2 var. - large & small letters)
19. B 16 Ball " " " " " (2 var. - regular & pale brass)
20. Z 16 Ball " " " " " (silver-plated)
21. WM 20 J Johnson Fare Box Co. Chicago (2 var. - plain & lined background)
22. WM 20 Bar " " " " "
23. WM 23 Bar " " " " "
24. Bz 23 Bar " " " " " (bus)
25. Bz 16 A Meyer & Wenthe Chicago
26. WM 16 Ball " " " " "
27. WM 21 W " " " " "
28. WM 23 T-sc " " " " "
29. Bz 23 Bar " " " " " (BUS on reverse only)
30. Bz 23 Bar " " " " " $\frac{1}{2}$ (Reverse: "Good for one half fare $\frac{1}{2}$ ")
31. WM 16 Bar Scovill Mfg Co. token (Reverse: "Waterbury Conn. sample")

I appreciate the fact that the above list is sadly incomplete. If you have any manufacturers' samples not listed above, or in the National Check List, PLEASE report them to me, and they will be listed immediately. In the meantime, I suggest collectors refer to the listed samples by the numbers assigned above. Many thanks for the large part of this list go to Frank Greene of Kansas City, Mo.

THE NORTH OLMSTED TOKENS

By C. J. Cook

For the past month I have been on the trail of the North Olmsted tokens and, as you see, have finally made a nice discovery. The North Olmsted Municipal Coach Line operates 20 modern coaches between North Olmsted and Cleveland Public Square, a distance of 17 miles. The fare rate is cash and divided into 4 zones: 35¢; 30¢; 25¢; 20¢. No tokens. The school tokens sell at six for 25¢ and serve six schools both public and private. The company operates two lines: one by way of Fairview to Cleveland, and one to Butternut Ridge to Cleveland's west 220th Street, then to Public Square. I doubt if letters to the company will prove fruitful to collectors.

(Mr. Cook states that there is only one known of each of the solid 29mm., the aluminum 25mm., and the fibre 25mm. There are three known of the punched 29mm., and sixteen known of the brass 24mm. The 25mm. brass error is plentiful.)

There is some interesting information in the December issue of RAILROAD magazine: The Athens Railway & Electric Co. (Georgia) was $9\frac{1}{2}$ miles long, operating 18 cars...the Augusta-Aiken Ry. & Elec. Co. (Ga.) was 55 miles long, with 80 cars. This was both a city and suburban line...the first railway in Georgia was the Columbus Electric Company's 26 miles of line with 49 cars; it began in 1866...the Macon Ry. and Light Co. had 37 miles, 56 cars...Rome Railway & Light had 12 miles, 23 cars...Savannah Electric Company had 59 miles, 95 cars...Valdosta St. Ry. had 5 miles, and six cars...Birmingham (Alabama) street railway service opened in 1884 with horsecars, and it was electrified in 1888...Montgomery, Alabama, claims to have had the first electric streetcar line in the U.S.--1885 (certain people in Virginia might not agree, though).

FREAKS

(Here is a list of some freaks reported by Edgar Levy several months ago. These are not regularly issued fare tokens, but many collectors collect them--probably for the same reason stamp collectors want their errors.)

San Jose, California

B 22 5-sc S. J. & S. C. R.R. Co. One Fare (incuse letters)
(same)

New London, Connecticut

Bz 16 C G & S Traction Company
Good For One Fare

Des Moines, Iowa

A 19 Sd Des Moines City Railway Co. One Fare
(same)

Tulsa, Oklahoma

WM 16 Dd Tulsa City Lines, Inc. (bus)
Good For One School Fare (bus)

Casper, Wyoming

WM 20 Sd Evansville Bus Line
Good For 1 Ride

WM 20 Sd Evansville Buss Line
Good For 1 Ride

WM 20 Sd Evansville Motor Bus Line
Good For 1 Ride

(There is a possibility that, upon further investigation, several of the above may prove to be genuine regularly issued fare tokens. For the moment they must remain in the error category, however.)

Another "queer" which some collectors may come across is the following:

Bz 16 Sd Angels Flight Ry. Co. Good For One Ride in 1932
(blank)

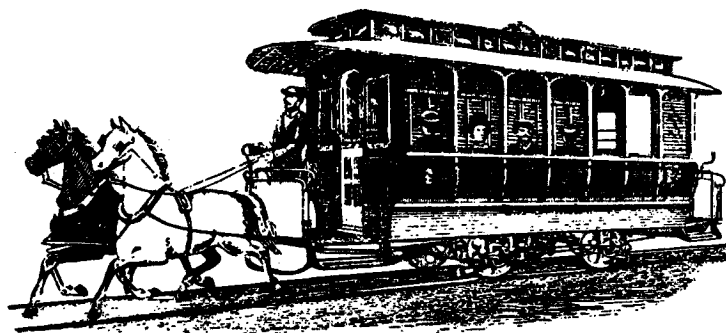
The above exists in brass, bronze, and aluminum, and solid and center-holed. The best information available says that it was made up by a private party in collusion with the company for speculative purposes. Hence it is not listed in the Check List.

A New Haven coin dealer held an auction recently, which included a collection of Ohio Merchants' Tokens--probably the finest collection of these in existence. Included in this collection were several rare transportation tokens, namely: OHIO 60 A (the Bellaire Ferry Check); OHIO 165 I, J, K, L (the Cin. & Cov. Ferry tokens, as one lot); and OHIO 725 A and B (Maumee & Perrysburg Toll Bridge pair, as a lot). The fact that the Bellaire and Cincinnati lots contained tokens became common knowledge, and hence the two lots brought fabulous prices: \$6.40 for the Bellaire Ferry Check; and \$14.50 for the Cincinnati tokens. No one noticed the Perrysburg pair, listed under Maumee City--so the fortunate bidder got that lot for \$1.00. Moral? Look over those coin dealers' auction catalogues!

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
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Association



Editors
J. M. Coffee, Jr.
D. M. Peebles, Jr.

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NOTICE - As long as the present stationary holds out, the old address will appear, of course, in the masthead. I do not want to ruin the appearance of the front page by trying to cover up the obsolete portions of the masthead with "X's". So please remember to send all material intended for The Fare Box or its Editor to the Editor: JOHN M. COFFEE, JR. - P.O. BOX 334 - NEW HAVEN, CONNECTICUT

DAL C. ANDREWS

It is with extreme regret that I must report the passing of Dal C. Andrews, of Box 69, Mill Road, Absecon, New Jersey. Mr. Andrews was Member #56 of the American Vecturist Association, and #7538 of the American Numismatic Association.

MEMBERSHIP DUES

All members of the American Vecturist Association and prospective members are reminded that dues for 1950 are now due. The dues of \$2.00 includes a one-year subscription to The Fare Box. New members must pay \$1.00 initiation fee in addition to the dues. I should like to point out that the advantages of belonging to our association are limitless. For one thing, in addition to receiving The Fare Box itself, you get a free five-line ad in each issue, which amounts to a total of sixty lines throughout the year. This much advertising would cost \$18.00 to a non-member! Furthermore, if there seemed any particular demand, I would gladly give up to ten lines to each member, if he wanted it.

Receiving The Fare Box is itself essential to every active collector. In 1950 The Fare Box will include regular supplements to the National Check List, including price revisions and corrections as well as the assignment of new issues. The Check List of Foreign Transportation Tokens, commencing in this issue, will be run regularly in each issue until completed. Although the countries will not be run necessarily in alphabetical order, all of them will eventually appear.

I wish to take this opportunity to wish a Merry Christmas and Happy New Year to every reader! I am closing the first half of this century, and volume three, with a 12-page issue, as big as the much-touted February issue. This has been possible because you have contributed! Keep it up and you'll get 12 pages every month. Let's make 1950 the best Fare Box year yet. The January issue, first of volume 4, goes out to all known collectors; this one goes only to subscribers.

MESSAGE FROM THE SECRETARY

To My Fellow Vecturist:

While on my vacation this year, I took Atwood's Check List from cover to cover, and made a list of all new issues, new numbers, errors and corrections. When completed I sent to Mr. Atwood for his final correction and additional listings. He returned them to me and I mailed the list to my good friend and fellow vecturist Mr. Floyd Barnett of Minneapolis, Minn., who is cutting the stencils for them. Mr. Barnett mailed me nineteen (19) typewritten for final check. These have been checked and mailed back to him. I expect the stencils shortly, and when received I will run them off on my company's mimeograph machine, and a complete copy will be sent to every person having one of Atwood's Check Lists. The lists will come to you free of charge, with the hope that it will enable you to bring your own list up to date. It will not include listings of October, November, and December Fare Boxes.

When you visit a transportation company seeking tokens, and the management tells you that he has one or more men that are collecting fare tokens, ask him for the names of these men, and forward their names and addresses to me. I will mail them an application and personal letter, and if you know of any person who is not a member of the A.V.A., send me his name. Let's build up our membership!

Fraternally yours,

Eroy L. Kimmons, Secretary
American Vecturist Association
521 East Live Oak Street
Austin 22, Texas

I should like to call the attention of readers to the article on the Union Bridge of Waterford, New York, in this issue. This is one of the finest and most thorough articles on a token-issuing company that I have ever come across. I am deeply indebted to Colonel Sydney E. Hammersley, City Historian of Waterford, N.Y., for sending me the article and additional information on the bridge. The original cost of the bridge was \$50,000. The bridge was uncovered until 1812, when it was found to be decaying, and an additional \$20,000 was spent to stock and repair it.

Needless to say, I have tried unsuccessfully to obtain the tokens. I have left little unturned in my quest for them (have been working on these two since June) but have met with no success. They would be very nice items to add to one's collection, and the famous story behind them adds to their desirability. I refer, of course, to the tokens listed as NY 935 A and B.

Although unable to locate the tokens themselves, Colonel Hammersley is still trying to obtain information on them, such as the number issued, when used, etc. I shall pass this information on to readers as soon as (and IF) I obtain it.

It has been suggested that I conduct a "Question and Answer" column in The Fare Box. I am more than willing to do this--and will answer to the best of my ability all questions submitted. Those I cannot handle will be passed on to Mr. Atwood, and then published, with his answer. Ask any question about the hobby, but do not expect me to answer questions about foreign tokens. I know absolutely nothing about them.

Two transportation token collectors have started a new hobby, and certainly an unusual one. They collect sand, from all parts of the world. Both would appreciate 3 oz. samples, identified. Daggett says he'll pay postage for any sent to him. Hal J. Daggett - Box 111 - Bellingham, Wash. and Chas. R. Lamb - Long Beach, Wash.

PRICES REALIZED at the first all-mail auction of the Seattle Transportation Token Club, held June 10, 1949:

1. ALA 560 A.....✓.....\$2.05	15. PA 765 A (variety).....✓.....\$1.50
2. ALA 560 B.....✓.....2.05	16. S.D. 380 A.....✓.....1.60
3. CAL 575 A.....✓......60	17. TENN 430 A.....✓.....2.06
4. ILL 795 A.....✓.....1.25	18. TENN 430 D.....✓.....2.05
5. IOWA 310 A.....✓.....5.05	19. TENN 430 E.....✓.....2.55
6. MD 60 A.....✓.....3.05	20. WASH 720 A.....✓.....1.50
7. MICH 470 A.....✓.....2.10	21. 6 unassigned Johnson Farebox.. 1.00
8. MICH 470 B (thick).....✓.....2.10	22. Costa Rica R.R.....✓......15
9. MICH 470 B (thin).....✓.....2.10	23. Guatemala R.R. medal 1884..... 1.10
10. N.J. 115 A.....✓.....1.15	24. Mexico 2 tokens Laredo Ferry 3.10
11. N.D. 600 B (rim).....✓.....3.26	25. South America WM 25mm......80
12. N.D. 600 B (no rim).....✓.....3.26	26. South America green vulcanite. 1.00
13. Kittanning (Pa.) Bridge token.....✓.....1.35	27. So. Amer. Al. R.R. of the N... 1.05
14. PA 765 A (inc. Pl.).....✓.....1.00	

PRICES REALIZED at the second all-mail auction of STTC held November 11, 1949:

1. ALA 560 A.....✓.....\$1.55	15. Pennsylvania - 25 different...\$1.50
2. CAL 575 A (poor).....✓.....1.00	16. TENN 375 B.....✓.....1.55
3. CAL 575 A and G (lot).....✓.....1.10	17. TENN 375 C.....✓.....1.05
4. CAL 745 C and D.....✓......60	18. TENN 375 D.....✓.....1.05
5. CAL - 24 varieties.....✓.....1.50	19. TENN 430 A.....✓.....2.25
6. KY 510 QQ.....✓.....No bid	20. TENN 430 A (variety).....✓.....1.00
7. ME 740 A (lot of 3).....✓......60	21. VA 620 E.....✓......26
8. MO 640 A (small hole).....✓.....2.35	22. HAWAII 240 A and 540 B......20
9. MONT 480 A.....✓.....No bid	23. 24 diff. U.S. 22 & 23mm..... 1.50
10. N.C. 980 C.....✓.....2.35	24. 24 diff. East of Mississippi.. 1.50
11. N.C. 980 D.....✓.....2.06	25. 24 diff. West of Mississippi.. 1.50
12. ORE 480 A.....✓......55	26. W. Vancouver BC ferry-bus Tr.. .25
13. ORE 480 C.....✓......50	27. Odense, Denmark omnibus, sc... .25
14. ORE 870 A,B,C.....✓......25	28. Odense, Denmark Elecktrik, oval 1.00

The STTC did not have the lots numbered or arranged in any apparent order, so I put them in alphabetical order and numbered them. The numbers will simplify reference to a particular lot. In studying the above prices, the collector should keep in mind the fact the above prices are only indications of current values, and by no means change, necessarily, the listed price of any particular token. The bidding in the auctions is limited to members of the STTC.

Some comment seems in order on some of the prices above listed. As a whole, the prices are considerably higher than the Atwood listings. This is especially true of the higher priced items, while the common tokens brought considerably under the list prices. VA 620 E was a bargain at 26¢--virtually half Atwood. The never-ending popularity of tokens picturing horsecars is evidenced by the price realized on TENN 375 B (\$1.55), while C and D from the same city brought only \$1.05--although each of the latter is considerably scarcer than the horsecar token (especially D). I suggest collectors study these prices carefully before trading--but always remember that although ALA 560 A brought \$2.05 in June, you cannot necessarily expect \$2.05 on all your duplicates of ALA 560 A.

MAVERICKS IDENTIFIED

Mr. Kenneth Smith, of Big Spring, Texas, has furnished information which makes reasonably certain the fact that the 40mm. fibre J. A. Maddox Transfer tokens-- Unidentified Tokens #7 and #8--were used in Fort Worth. Newspaper clippings prove that a John Maddox owned a livery stable in Fort Worth in the 'eighties. It began as a partnership with his brother William. Both were also city officials, and Maddox Avenue in Fort Worth derives its name from them.

FOR SALE, or trade for transportation tokens: 125 fire arms; 4000 cartridges and war relics; 4000 books of matches (full); arrow heads; advertising pencils; 1500 celluloid buttons; coins, U.S. and Foreign; dog license; and other articles.
Walter W. Underwood - 2517 O Street - Sacramento 16, Calif.
200 DIFFERENT TOKENS FOR \$16.00 postpaid. Will exchange 100 different tokens for 100 16mm. tokens not all necessarily different.
Kenneth Smith - P.O. Box 888 - Big Spring, Texas
WANTED TO BUY - Early tokens such as stage coach, horsecar, toll road, footbridge, celluloid, vulcanite, and similar pieces.
F. M. Church - 700 Seward Avenue - Detroit 2, Michigan
NEW 1950 KEY SYSTEM TOKEN IS OUT - I will swap it for any recently issued token.
Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.
FOR SALE - One collection of 500 all different fare tokens. Collection includes OHIO 10 B,C,G,H,I,J,K; OHIO 175 M,N; 2 brass North Olmsted. First postoffice money order for \$40.00 takes it, postpaid.
Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
WILL EXCHANGE all different tokens in any quantity, for equal amount all different. A good swap for the new collector.
Felton W. Smith - 128 Redfield Place - Syracuse 10, N.Y.
WANTED - One March, 1948, issue of The Fare Box. This is the one with Cooper's big full page ad on the back page. I will pay 50¢ for a GOOD CLEAN copy, If this is not enough for you, give me your price. I MUST HAVE this particular issue soon.
J. M. Coffee, Jr. - P.O. Box 334 - New Haven, Conn.
JUST A REMINDER *** Be sure to report all new issues and discoveries to:
Roland C. Atwood - P.O. Box 621 - Hollywood 28, Calif.

How about sending in your own ad? Remember it's free to AVA members, up to five lines. The more ads we have, the more interesting the issues. The January issue will reach hundreds of unaffiliated collectors.

Kenneth Smith reports that the Park Street Line in Fort Worth, Texas, may have used a token; also that the Fort Worth St. Ry. may have used school tokens in 1884, and one of the other 20 competing companies may also have used a school token; there seem to be plenty of possibilities down there...Fort Worth last year discontinued the use of all tokens and went on a straight 10¢ fare; now, however, they are using TEX 340 B (listed as obsolete) as school fares; all Fort Worth tokens except B are now obsolete...Kenneth Smith ransacked the office at Fort Worth and took everything (in the way of tokens, that is) worth while--only left about 60 damaged ones in the odd token box...Butte, Montana, is now on a straight dime cash basis; they will redeem their tokens for cash, but will not exchange for odd tokens...Tri City Lines of Aberdeen and Hoquiam, Wash., are using tokens again after a year's lapse; fare is 13¢; token use limited to certain zones...A couple of kids in Hartford stole a streetcar and went for a joyride all over the city in it; it is a gasoline trolley used for switching freight cars around; a Connecticut Company official had said, previous to the discovery of the evildoers, that it could only have been stolen by a mechanical genius due to complicated operating mechanisms; so the two wizards were taken before Third District Juvenile Court.

Kenneth Smith reports that the aluminum 19mm. Des Moines City Railway token, listed as a freak last month, was a legitimate issue. The 16mm. Tulsa token, also listed as a freak last month, was part of a large order but never authorized. It was, however, used during a temporary shortage of the 21mm. for a few days. Mr. Smith goes on to state that WISC 700 D and E and IOWA 640 M are manufacturers' samples, never regularly issued. IOWA 640 M and N were both submitted by the manufacturer; M was rejected, and N reordered in large quantity. Only 3 or 4 of 640 M were ever struck. ALA 560 I was never ordered for usage and is probably a freak. IND 860 I is probably a freak--the company went out of business before steel was generally used for tokens. OKLA 860 G and I are solid freaks, says Mr. Smith, who stopped off in Tulsa last summer and found this out. The Elmira company says they never ordered any 16mm. steel. TENN 345 B should be 21mm. instead of 23mm. IOWA 230 J is also a freak.

FORT WORTH RAIL LINES
(Fort Worth Star Telegram, October 30, 1949)

On Christmas Day, 1876, a streetcar about the size of the Toonerville Trolley and pulled by a mule little larger than a jackrabbit rolled along Main Street, inaugurating a city transportation system that has served Fort Worth for 73 years.

The line was owned by the Fort Worth Street Railway Company which had been incorporated January 8, 1874, by K. M. Van Zandt, W. H. Lawrence, John Peter Smith, George F. Newman, W. A. Huffman, and Zane Cetti, with a capital of \$50,000.

City Council gave the company exclusive operating privileges on July 7, 1874, in a franchise which forms the base of today's Fort Worth Transit Company, a direct descendant of the original company.

Two years and more elapsed between organization of the company and its initial operation because there was no place for would-be-riders to go until the railroad came here in 1876 and built a depot.

After construction began in October, 1876, ill fortune almost befell the line. Contractors for the line were Crosby and Hart and a third partner, who went to St. Louis to buy rail and cars, found other things to spend the money. But Crosby and Hart finished the line under another contract.

The mile-long line ran from the courthouse to the depot along a Main Street that was seasonally dusty and muddy. Sometimes the mule bolted.

Superintendent Dan Cary reported in 1878 that two cars were used, making 160 daily round trips, carrying about 440 riders a day and making a net annual profit of approximately \$7,200.

Besides Cary, the personnel included three drivers and a hostler. The stable was in about the 1200 block of Main.

The Fort Worth Street Railway Company enjoyed a monopoly until December 7, 1881, when the Prairie City Street Railway Company was granted a franchise and began operating from Main on Seventh to Taylor, down Taylor and across the T&P reservation to Hemphill.

Third Line established here was the Rosedale Street Railway Company, which received a franchise for S. Main operations on April 4, 1884. From then on, street railway companies began operating in large number, including the North Side, West Fort Worth, Park Street, Fort Worth & Arling Heights, Hyde Park, Riverside, Polytechnic, Glenwood & Polytechnic, and the Citizens Railway & Light Company. In all, the city has had about 20 street railway companies operating under 101 charters.

The various companies began electrifying in 1889, replacing the mule and horse-drawn cars. Electric streetcars were about as crude as the mule-drawn. Riders often were shocked by the poorly insulated cars. Motormen stood on an open platform, roasting in summer, freezing in winter. Motormen on the Arlington Heights line could hear wolves howl at night as they bounced across the prairie going to Lake Como. Lake Como, Lake Erie, and the Pavilion at the foot of Samuels Avenue were built by the railway companies to attract business.

The multiplicity of city lines failed to serve Fort Worth satisfactorily, for Mayor B. B. Paddock said in his annual message of April 12, 1898:

"If ever a city was cursed by the criminal negligence and wanton indifference of some of those to whom valuable franchises have been given for the construction of street railways and other electric equipment, that city is Fort Worth. Corporations to whom valuable concessions have been made seem wholly indifferent to the rights of the public. By reason of the defective construction and negligence in the maintenance of their property it is a source of constant menace to the lives, limbs,

and property of the people who have favored them. They are deaf to every appeal, callous to every remonstrance, and unmindful of every obligation assumed when the franchise was granted. This abuse is so flagrant, so notorious and so well known that it is unnecessary to be more specific."

On the same day, the council directed the city attorney to sue for forfeiture of the franchises of City Railway Company, Fort Worth & Arlington Heights, and Glenwood & Polytechnic College street railway companies.

Bit by bit, the Fort Worth Street Railway Company bought out competitors, gaining a monopoly.

In 1901, the Bishop and Sherwin Syndicate bought the Fort Worth company and changed its name to the Northern Texas Traction Company. As NTTC, the company inaugurated interurban service between Fort Worth and Dallas, in 1902, running its noisy Red Limiteds until December 24, 1934.

Buses began replacing streetcars when the first bus line, to Oakhurst, was placed in operation in 1926. The last streetcar was taken out of service and the town was served entirely by buses in June, 1939.

In 1932, the Northern Texas Traction Company went into receivership, emerging in 1938 as the Fort Worth Transit Company.

The company now operates 245 buses over 177 miles of route, carrying an average of 116,000 passengers daily, compared with the 440 who rode the mile-long route from depot to courthouse in 1878.

The mule cars used in the 'eighties on those lines were only seven feet long! I am indebted to Kenneth Smith for sending in the above excellent article on Fort Worth's turbulent transit history. Only one of those old lines issued a token, as far as is definitely known; this is the one listed as TEX 340 A, an extremely rare item picturing the Spring Palace on its reverse. The Spring Palace, a large wooden building constructed and owned by the little railway company, burned in 1889. Mr. Morganthau published an excellent article on the event in his "The Story Behind The Token" in the Numismatic Scrapbook Magazine a few years back.

At about Midnight, November 11, 1884, the Rosedale Street Railway Company in Fort Worth tried to connect their Jennings Avenue line on the railway reservation of the Texas & Pacific. The T&P apparently had a good intelligence corps, however, because when the construction crew arrived at the point where they had to construct their tracks across those of the T&P, the latter had a locomotive placed squarely on the crossing, thus preventing any work from being done. There was a city ordinance, however, which said no locomotive could stand on a crossing for over five minutes at a time--so the T&P used two locomotives. The engine crew were arrested, but posted bail and resumed their posts. Crowds gathered, half rooting for the locomotive men, and half rooting for the street railway men. Finally both arrived at an agreement, and peace reigned again.

Did anyone ever wonder why streetcar tracks are usually different from the standard gauge of four feet eight and a half inches? The reason, of course, was that city officials feared the railway companies would gain control of their streetcar lines and run locomotives and freight cars down the main streets of the city. This has actually happened in several cities--the local residents having to crawl over a row of flat cars to get across the street!

Hal J. Daggett reports his new address, which is as follows:

Hal J. Daggett - P.O. Box 111 - Bellingham, Washington

THE UNION BRIDGE, WATERFORD, N.Y.

- One of the Famous Covered Bridges of All Time -

By Richard S. Allen, Postmaster, Round Lake, N.Y.

In those days huge forests grew right down to the banks of the Hudson River. The broad stream flowed gently between low meadows, and poked its way around an encarpment just north of the little settlement of Lansingburg. Across the river on the west bank stood Waterford, a trading center and hub of travel from Saratoga County to the south. It was obvious that a bridge was needed.

A stock corporation was formed to link the two villages, and was aptly named the "Union Bridge Company." The directors of the company immediately began to advertise for contractors to erect their bridge.

They were fortunate in obtaining the services of Theodore Burr of Oxford, N.Y., - bridge architect extraordinary. Burr had already built several large span bridges in the state, including those at Oxford, Catskill, and Canajoharie. Originally a mill-wright, his bridge-building was still, after four years, in an experimental state. However, at Waterford, Burr took his full stride as a truss inventor. His arch design, first used there, became the prototype for others all over the country --being built to this day in wood and steel.

There were four spans, one 154 feet, one 161 feet, one 176 feet, and the fourth 180 feet clear span, with a complete overall length of 797 feet. The three lines of Burr Arch trusses provided two eleven-foot roadways and a width of thirty-four feet overall. The timbers were adze-hewn white and red pine timber, cut from the surrounding country, and held by hand-forged bolts and nuts with white oak pins and wedges.

James McElroy was the head mason, and the two abutments and three piers of rubble masonry which he and his masons fashioned with natural cement or "baras" still stand in the Hudson to support the present-day steel bridge.

Samuel Shelly was Burr's second and master carpenter, supervising the raising of scaffolding and the inching of the huge timbers into place. One red pine arch timber was 14 inches by 15 inches by 65 feet long, a colossal piece for men to handle with no machinery save block, tackle, and elbow-grease.

The bridge, commenced in the Spring of 1804, was far enough along to be opened for traffic on December 3 of the same year. It was a holiday for both Waterford and Lansingburg, and a procession formed at Noon in the latter village to march across the bridge, "under discharge of seventeen cannon" (let us hope that they broke stop) to Waterford, where an ample dinner had been spread at Gerardus van Schoonhoven's Hotel at the expense of the Union Bridge Company directors.

Among the prominent persons in attendance were the Governor of New York State --Morgan Lewis--and other state officials, and "a number of respectable gentlemen from Albany and adjacent villages." These last were doubtless green with envy at the new crossing afforded their upstream rivals for commercial advantages. Sixty years were to roll by before the Capital City of Albany had a bridge across the wide waters of the Hudson.

The Waterford Gazette, in its issue after the opening, described the new bridge in glowing terms:

"On examination, it will be found that its symmetry is just in all its parts, which reflects the highest honor on the engineer, Mr. Theodore Burr. And when we behold with what regularity and despatch the plans of the architect have been executed by Mr. Samuel Shelly, under whose immediate supervision the work has progressed, we conceive no less praise is due to him. While we are contemplating this noble structure, let us descend beneath the waters, and there fixing our minds on its rocky base, gradually emerge from the stream, behold with wonder and admiration, three stately columns, whose strength appears to baffle the destruction of time, and whose magnitude causes the winds to murmur as they pass, and the waves to return in

perpetual eddies upon themselves. Here we behold the skill of masonry, exemplified in Mr. James McElroy, under whose direction the pillars arose, and on whom much encomium has justly been bestowed..... The bridge is divided into two separate apartments, which not only adds to its beauty, but much increases its strength, and persons crossing it being obliged to take the right hand apartment will effectually prevent any contention which would otherwise probably result."

Authorities agree that the original bridge was not protected by covering, but they are not in accord regarding the history of the span during the next decade. Some claim that the bridge was repaired and covered in 1814, while others say that there was a complete rebuilding in 1812-1814, at an expense of \$20,000. The writer believes that extensive repairs were made at that time, including side-boarding and roofing to stall any further effects of exposing the mighty timbers to the elements.

Reuben Field, well-known builder on his friend Theodore Burr's arch plan, was probably in charge of this work, for Burr addressed a letter to him at Waterford early in 1815.

Should the work of that period ever prove to be a complete rebuilding, then Field, instead of Burr, should be credited with the fine and durable design of the Union Bridge.

Union Bridge stood staunch through the years, growing old gracefully. Inside, the great arches, posts and braces became smooth from the passage of countless loads of hay going to the markets of Troy. Around the turn of the century tracks were laid through the bridge, so that the United Traction Company, and later, the 25-ton inter-urban cars of the Hudson Valley Railway could cross the river. A model of the bridge was made and studied at the time its use by trolleys was contemplated. Unfortunately this model has disappeared, perhaps in the fire which destroyed the Troy City Hall in 1938.

About the time of the advent of the trolleys, some of the arch footings were renewed, additional floor beams were added, and a narrow footwalk was placed on the north side of the bridge.

Once a windstorm of hurricane proportions tore the roof from the toll house on the Waterford end, but spared the squared, plain-faced portals with their signs, using the old-fashioned "S's" which read: "ONE DOLLAR PENALTY for passing this bridge faster than a walk, by any person or persons, riding or driving any horse or carriage."

After 105 years, the Union Bridge was probably the oldest and one of the best-known wooden covered bridges in the United States. It was also one of the best preserved. Just before the "automobile age," which would have doomed it, the bridge was destroyed by a spectacular fire on July 10, 1909. It was five minutes of one, on a hot Saturday Noon, and Motorman John Ring of the U.T. Co. was taking a disabled trolley car over the Union Bridge from Waterford to the Lansingburg car barn. As the car was about to enter the second span from the east end, Ring chanced to look down and saw a little blaze spitting spitefully up from the flooring. Turning on his power full speed, he dashed over the bridge and turned in the alarm. But it was too late.

The cause of the fire was said to be defective insulation, but a hard south wind fanned the little flames with its draught through the bridge and the dry old wood was soon blazing furiously. Then the six inch gas main which the old span carried pulled apart and added to the inferno. The Lansingburg firemen raced into the burning bridge only to have the second span collapse under their feet. Six of them tumbled into the river, where they were rescued, only slightly bruised and singed, by other firemen in boats. Shortly thereafter the two spans on the west end fell simultaneously, leaving only the one span on the Lansingburg side intact. The rest lay hissing and smoking in the Hudson, a twisted wreck where once had stood a great bridge. The fire was declared under control at 1:30, only 35 minutes after the tiny blaze was first seen.

Trojans and Waterford residents alike still talk of the spectacular passing of their old Union Bridge, "grand-daddy" of thousands of others of its type.

THE HORSE CAR CAME TO TOWN
By Felton W. Smith

The Year was 1860, and the clouds of the Civil War were gathering. In the White House in Washington, a timorous old man was anxiously awaiting the day when he could return to the peace of private life once more. A younger, more vigorous American, Abe Lincoln of Illinois, was in the midst of that turbulent campaign that led to his election to the Nation's Highest Office. Here in Syracuse, his followers, called the "wide awakes" staged one procession after another to gain votes for their beloved candidate.

Early one evening in August of that year 1860, there was quite a different procession here in the city. The Citizens' Corps, marching to the brassy music of Sutherland's Band, and trailed by hundreds of Syracusans, was acting as an escort for two horsecars. The street railway had come to Syracuse.

The marchers were celebrating the opening of the Central City Railway Company line which was to operate between Church Street, which is now Willow Street, to Wolf Street in the old First Ward. As the procession moved along the route behind those first horsecars, fire works added to the noise and confusion of the event. Syracuse was jubilant and many of those present expressed the belief that pretty near the ultimate of progress in street transportation had been achieved.

Less than four months before, the company had been organized. In July the ground had been broken for the project and in thirty-five days two cars were running over the line. From Willow to Wolf Street the single track extended 7,923 feet over eight-foot ties of yellow cedar which had been brought by wagon from Green Island, near Oswego. Half way along the line there was a single turnout, and the entire cost of the road and equipment was \$25,000.

When those first cars reached the Wolf Street end of the line, the momentous occasion was celebrated with more fireworks, cannons boomed, and then the crowd hushed to hear the orators.

"A new channel of communication between the first ward and the central part of the city has been opened," said the speaker Mr. Thomas G. Alvord. He went on to recall how the first railroad out of Syracuse in 1838 had made twelve miles an hour. "Now it could make the astonishing speed of twenty miles per hour!"

Mayor Amos Vescott, the members of the common council and other city officials with their wives were aboard the cars at that formal opening of the line.

The first street railway charged five cents if the passengers went all the way through, and a half way trip cost three cents. The cars ran every twenty minutes from seven in the morning until ten at night on week days. Sunday had an interrupted schedule, service being offered from ten until Noon and only from five till nine in the evening.

Three years after the time that those first horsecars jogged out North Salina Street, a second street railway came to Syracuse. This line went through Fayette from West Street and was later extended west. This was called the Geddes Car Line. This was the route to the city's famous ball grounds, Lakeside Park. Sometimes the fans returned to downtown Syracuse on one of the small boats that sailed the nearby Erie Canal, which rivaled the streetcars for passengers.

The regulations that governed baseball of that early day were interesting indeed. Players were forced to pay a fine of ten cents for profane or improper language on the field, and it cost them another ten cents to express an opinion concerning a play before the umpire had made his decision. A foul could be caught on the first bound and still the batter was called out. It was forbidden for a player to speak to the top-hatted umpire unless that dignified individual had spoken to him. A player was fined one dollar for using the equipment of another player, but it only cost ten cents to disregard instructions from your team captain.

Syracuse was a good baseball town in those long ago days, and the horsecars

THE HORSECAR CAME TO TOWN (continued)

were so crowded during the baseball rush hours that the weight of the passengers on the rear platform many times teetered the cars off the track. But happy go lucky as modern sports crowds, the passengers thought nothing of aiding in lifting the car back onto the tracks.

Car services increased and improved little by little as the years rolled by, but it was still a long cry from present day transportation. The car riders of that decade were certainly not a pampered lot. No cars operated before seven in the morning and the last regular run of the day was made at 10 p.m. That ten o'clock car went only as far out on its line as there were passengers left in the car. It wasn't expected that anyone would want to go downtown at that ungodly hour of night; so if passengers only rode for three blocks from the starting point, the car would turn back. After a car had returned from its last regular run, it became a theatre car.

To accommodate the theatre goers, the theatre cars, with horses blanketed and drivers seeking shelter and warmth in some nearby tavern, were held until the shows were out. Then the hundreds of playgoers would stream forth and sit cheerfully, patiently in the cars at the terminal. And not a car would budge until it had been packed to the roof. But in that far more leisurely age it never occurred to the passengers to complain of the service.

It is interesting to note in this era of regulated labor that while the horses that pulled the cars only worked four hours a day, the men on the car lines worked from fourteen to sixteen hours daily.

Early in November, 1888, the first electric streetcar line in Syracuse inaugurated its service. It was a free ride for all comers, and those present at the opening made a mad rush to secure a seat on a car for the sheer novelty of a ride on an electrically operated line. It was a short line, but the succeeding year saw its extension east to Salina Street and west to Solway.

The horsecars of those days were far from being luxury coaches, and their inconveniences were very noted. For the first decade or so the cars were without any heating provisions, and a winter ride was an ordeal for which its patrons prepared by wearing the heaviest clothing available. The bench-like seats were hard and narrow. There was one, not too serious, inconvenience attached to the luxury of riding on a car that was not horsedrawn. When the car came to a railroad grade crossing the passengers were forced to descend and cross the tracks afoot because of power difficulties. In the seventies most of the lines installed stoves on the cars. But they were hardly the ideal solution of the heating problem--if you were seated near the stove, you were soon broiling hot, while passengers a few feet further away huddled deep in their great coats. The conductors didn't feel too obliged to make certain that fuel was added to the struggling fire, and it soon became the custom for the "fare" seated closest to throw on more wood.

By the time the gay ninties rolled around there were several street railway lines, both horse drawn and electrically operated. Unfortunately, they were for the most part independently operated, and there were repeated arguments concerning transfers: sometimes the transfers were accepted, but often the passengers were obliged to pay a second fare when it was necessary to change lines to reach their destination. Finally, in 1896, all lines were consolidated. Fitting enough, only the Green St. line which operated from Salina and James Streets to the turntable terminus at Lodi and Green remained at the approach of the mechanized Twentieth Century.

The horsecars, rough and crude as they may have been, had served their purpose and served it well. For where the horsecar went, houses were built, small business communities appeared, and the city spread slowly but steadily along these lines. Then on October 1, 1900, "old Dobbin" made the run and jogged back to the barn, for that was the "last run." An era had come to an end, the era of the horse drawn streetcar, which was as much a milestone in the advancement of transportation as the canal, the railway, and the automobile--the horse drawn streetcar was another step in the advance of civilization.

CHECK LIST OF FOREIGN TRANSPORTATION TOKENS

Compiled by Roland C. Atwood

1 9 5 0

SCOTLAND

ABERDEEN 100			
A o F-black	21 Sd	B N C (circles) (2 varieties) ld. (wide and narrow ld.)	\$0.25
B o Aluminum	42 Sd	Aberdeen Corporation Tramways (arms) No.- Employee's Pass Available Only When on Duty	1.00
C C-Dk. green	22 Sd	Aberdeen Corporation Tramways (arms)(shades) 3/4 d.	.20
D C-v.lt.blue	22 Sd	Aberdeen Corporation Tramways (arms) 3/4 d.	.20
E C-lt.brown	22 Sd	Aberdeen Corporation Tramways (arms) B 1/2d. (for blind persons)	.20
F C-dk.brown	22 Sd	Aberdeen Corporation Tramways (arms) B 1/2d.	.20
G C-white	22 Sd	Aberdeen Corporation Tramways (arms) B	.20
H C-transpar.	22 Sd	Aberdeen Corporation Tramways (arms) On Military Duty 1/2d.	.20
I C-pink	22 Sd	Aberdeen Corporation Tramways (arms) On Military Duty ld.	.20
J C-orange	22 Sd	Aberdeen Corporation Tramways (arms) N.T.C. (for employees of Nat. Tel. Co. 1912)	.20
K C-white	22 Sd	Aberdeen Corporation Tramways (arms) N.T.C.	.20
L V-blue	22 Sd	Aberdeen Corporation Tramways (arms) N.T.C.	.20
M C-orange	22 Sd	Aberdeen Corporation Tramways (arms) G.P.O. (for postoffice employees)	.20
N C-maroon	22 Sd	Aberdeen Corporation Tramways (arms) G.P.O.	.20
7701 O C-lt.red	22 Sd	Aberdeen Corporation Tramways (arms) G.P.O.	.20
P C-lemon	22 Sd	Aberdeen Corporation Tramways (arms) P (for police)	.20
7699 Q C-yellow	22 Sd	Aberdeen Corporation Tramways (arms) P	.20
7700 R C-pink	22 Sd	Aberdeen Corporation Tramways (arms) 1 1/2d.	.20
S C-v.lt.blue	22 Sd	Aberdeen Corporation Tramways (arms) ld. (2 varieties: wide & narrow l)	.20
7702 T C-lt.blue	22 Sd	Aberdeen Corporation Tramways (arms) ld.	.20
7703 U C-dk.blue	22 Sd	Aberdeen Corporation Tramways (arms) 1/2d.	.20
V C-v.dk.blue	22 Sd	Aberdeen Corporation Tramways (arms) ld.	.20
W C-dk.blue	22 Sd	Aberdeen Corporation Tramways (arms) 3/4 d.	.20
X C-violet	22 Sd	Aberdeen Corporation Tramways (arms) 1/2d.	.20
Y C-yellow	22 Sd	Aberdeen Corporation Tramways (arms) N.T.C.	.20
Z C-maroon	21 Sd	Aberdeen Corporation Tramways (arms) ld.	.20
AA o V-black	22 Sd	Aberdeen Suburban Tramways ld.	.50
AB C-cream	22 Sd	Aberdeen Corporation Tramways (arms) B	.20

ABERDEEN 100 (continued)

AC C-lt.violet 22 Sd Aberdeen Corporation Tramways (arms) \$0.20
1/2d.

AYR 150

A C-dk.blue 22 Sd Ayr Corporation Tramways (seal) .20
1/2d.
B C-white 22 Sd Ayr Corporation Tramways (seal) .20
1d.
C C-red 22 Sd Ayr Corporation Tramways (seal) .20
1/2d. (2 varieties: regular and incuse)
D C-blue 22 Sd Ayr Corporation Tramways (seal) .20
1/2d.

DUNDEE 200

A o Pewter Ov Sd John M. Robertson 23 Perth Road & Meadowside 2d. 1.00
Town Omnibus (omnibus)
B o Copper Ov Sd John M. Robertson 23 Perth Road & Meadowside 2d. 1.00
Town Omnibus (omnibus)
C o Copper Ob Sd Peter Peebles Perth Road Dundee 1.00
(streetcar)
D o Brass Ob Sd Peter Peebles Perth Road Dundee 1.00
City Bus 2d.
E o Copper Ov Sd East End Bus 1.00
Stratton 3d.
F o Brass Ov Sd Dundee & District Tramway Coy. 1d. 1.00
(blank)
G o Brass 25 Sd Dundee & District Tramway Coy. 2d. 1.00
(blank)
H o Brass Ov Sd Dundee & District Tramway Coy. 3d. 1.00
(blank)
I o Brass 26 Ch Dundee & District Tramway Coy. 2d. 1.00
(numerals)
J C-dk.blue 22 Sd Dundee City Tramways (arms) .20
1/2d. (2 varieties: narrow & wide 1/2d.)
K F-black 22 Sd Dundee City Tramways (arms) .20
1/2d. (2 varieties: large & small 1/2d.)
L C-carmine 21 Sd Dundee City Tramways (arms) .20
1d.
7705 M C-white 22 Sd Dundee City Tramways (arms) .20
1d. (2 varieties: wide & narrow 1)
N C-pink 22 Sd Dundee City Tramways (arms)(maroon background) .20
1d. (2 varieties: long & short 1d.)
O C-lt.orange 22 Sd Dundee City Tramways (arms) .20
1d.
P F-gray 22 Sd Dundee City Tramways (arms) .20
1d.
7403 Q C-red 22 Sd Dundee City Tramways (arms) .20
1d.
R C-dk.orange 22 Sd Dundee City Tramways (arms) .20
1d.
S C-lt.brown 22 Sd Dundee City Tramways (arms) .20
1d.
T C-white 22 Sd Dundee City Tramways (arms) .20
1d. (brown background)
U C-lt.pink 22 Sd Dundee City Tramways (arms) .20
1d.
V C-lt.blue 21 Sd Dundee City Tramways (arms) .20
1/2d.
7704 W C-lemon 22 Sd Dundee City Tramways (arms) .20
1/2d. (shade varieties exist)
X C-blue 22 Sd Dundee City Tramways (arms) .20
1/2d.
Y C-blugreen 22 Sd Dundee City Tramways (arms) .20
1/2d.